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MR. JOCK McCUBBIN FETED SOCCER DINNER CLANS GATHER TO BID FARE- WELL TO SPORTSMAN 22 YEARS OF FOOTBALL

[By "Rover"]
At Lane Crawford's last evening football officials and representatives of all Clubs in the Colony gathered in force to bid farewell to Mr. Jock McCubbin, for the last 22 years an active player and official of the Hong Kong F.C.
Mr. Dyer, President of the Hong Kong F.C., and of the Hong Kong F.A. was in the chair, supported by Dr. Kotewall and Mr. Ormiston, representatives of the Army and Navy Sports Boards and many others.
After the loyal toast had been honoured, the Chairman proposed the health of their popular guest and paid a tribute to his career.
Mr. Ralston, who seconded, gave the company some particularly interesting details and statistics of Mr. McCubbin's career and that of the Hong Kong F.C.
A very bright musical programme was interspersed with the speeches, which were many, and when Mr. McCubbin rose in reply it was evident that the speaker was very much impressed with the kind feeling displayed towards him by all.

Handsome Souvenir
Mr. McCubbin thanked the Hong Kong F.A. for a very handsome souvenir consisting of ivory and silver, suitably engraved, also a cheque from his old Club, to be devoted to an object earmarked by the recipient. A pleasant incident followed. Dr. Kotewall, rising on behalf of the South China Athletic Association and the Chinese Athletic Association, asked Mr. McCubbin's acceptance on behalf of the Chinese Clubs mentioned, and also the whole community of Chinese footballers, of a handsome ivory-engraved Chinese, cricket, as a mark of the esteem and respect with which Mr. McCubbin, affectionately known in football parlance as "Grandfather" amongst the Chinese, was regarded by them.

Chinese Tribute
Dr. Kotewall tributed the excellent pioneer work of Mr. McCubbin, his value to the Young Chinese sportsmen by encouragement and example, and their regret at his departure.

Mr. P. J. Wodehouse, with breezy reminiscences of his own football career, recalled former players of the time of Looker (now an M.P.), Low and Bonnar.

Followed genial Mr. Ormiston, with added memories of former days, Mr. Ormiston, incidentally, was largely responsible for the successful function held last night.

Players' Views
There was a distinct Scottish atmosphere when the Rev. Alexander paid his tribute to their guest and the Services tributes were completed by Commander Blinn both speakers being in very happy vein.

"Jim" Stewart voiced the players' tribute to their old clubmate and Mr. H. K. Lee and Captain Austin, M.M., M.C., R.A., of Chinese Athletic Federation and the Hong Kong Referees' Association respectively, each referred with pleasure to Mr. McCubbin's connection with their particular interests in Hong Kong football circles, and regret at his departure.

Club de Recreo was represented by their Chairman, Mr. de Rocha, who stated the pleasure afforded him and his Club to be associated with the evening's proceedings.

Pleasant Items
Mr. Pryde, hon. sec. H.K.F.C. and Mr. Hollands, hon. sec. H.K.F.A., concluded the official speakers, and Mr. McCubbin received a big ovation on rising finally to thank all and sundry who had honoured him in such a sporting manner.

As in all functions of this kind there were many pleasant items besides the main ones of the evening and Mr. Howells, on piano and ukelele, "soothed the savage breasts." Messrs. Bishop, in stirring song, Smith, Scott, Murray, Souza, White, and Johnstone, the latter giving the latest musical hit "The Hong Kong Club's Lament" with special reference to their parting guest contributed tastefully to the lighter side of the evening.

ELECTION FERMENT IN AMERICA'S "CAREER" ENGLAND "MUD SLINGING" POSTERS AND PAMPHLETS AT TAVISTOCK A "TORY TRICK"

London, Yesterday.
Unusual interest is being taken in the Tavistock by-election, caused by the death of Major Kenyon Slaney. Polling takes place to-morrow.

The candidates are:—Conservative, Brig-General W. D. Wright; Liberal, Lieut.-Commander R. T. Fletcher; Labour, Mr. R. Davies.

The constituency is very wide-spread, and includes rural Dartmoor and the industrial northern outskirts of Plymouth with strong Liberal traditions for keenness and fight, which the Liberals describe as the "dirtiest mud-slinging since the war." This is shown by the fact that both Sir Wm. Joynton-Hicks and Mr. Lloyd George have addressed the electors.

The Liberals are very indignant, regarding the publication on the eve of the poll of a manifesto headed "Liberal Call," signed by three adherents of the "Devon National Liberal Council," declaring that the only issue is between Constitutionalism and Socialism, and appealing to the electors to vote Conservative.

The Liberal headquarters replied with posters and pamphlets denouncing the "Tory Trick." By coincidence, as the Cheltenham Conservative victory was announced at the Tavistock result will be announced shortly before Mr. Lloyd George makes his big speech at the Liberal Conference at Yarmouth.

Liberal Statement
Liberal headquarters, in a statement, say that the so-called Devon Council, mentioned in the Tavistock election is in no way connected with the Liberal Party.

The Chairman of the Council admits that it is not connected with the official party.

Liberal members of the conference at Yarmouth declare that the organisation does not exist and that three of the signatories in the manifesto are well-known Conservatives.—*Reuter.*

U.S. COMBINE TRANSACTIONS INVOLVING G. \$200,000,000 PICTURES AND RAILROAD

New York, Yesterday.
G. \$200,000,000 is involved in another colossal amalgamation in the moving picture industry. Warner Brothers are obtaining control of Vitaphone Corporation, Stanley Company of America and First National Pictures.

At the same time Van Sweringen Brothers have unexpectedly purchased a majority holding of the Buffalo Rochester Pittsburgh Railroad. The deal opens up a possibility of immediate and extensive grouping of certain railways in the Eastern states.—*Reuter's American Service.*

RUSSIAN STUDENTS SENTENCES AT THE MOSCOW TRIAL SOVIET RETALIATION

Moscow, Yesterday.
The trial of the counter revolutionary students—organisation known as the Kuban Agricultural Institute has resulted in Sindarovsky, leader of the accused being sentenced to 10 years' imprisonment, three others to 4 years while 8 received light sentences. Several were acquitted.—*Reuter.*

COAL TRAINS RESUME CHINWANGTAO, YESTERDAY

The situation in the Tongshan mining area is quiet. Kailan Mining Administration coal trains resumed running this afternoon to Chinwangtao, following suspension owing to the war between the Nationalists and the Northerners.—*British Naval Wireless.*

entertainment, and at the conclusion "Auld Lang Syne" was given. Jock McCubbin's farewell will be long remembered in the Colony, and he will take pleasant memories with him.

MR. CHURCHILL AS TRADE UNIONIST JOINS UP "WINSTON" AS "BRICKLAYER" MEMBER AMUSING INCIDENT

London, Yesterday.
Mr. Winston Churchill, Chancellor of the Exchequer, has become a trade unionist.

During the summer vacation he helped to build a house on his estate at Westminster, laying the bricks himself.

Mr. Churchill, as a bricklayer, has since been the subject of many political cartoons.

Now Mr. Lane, Mayor of Battersea, has invited Mr. Churchill to join the Amalgamated Union of Building Trade Workers and Mr. Churchill, who incidentally took a leading part in suppressing the general strike of two years ago has appreciated the humour of the idea and consented to become member of the Union.

Mr. Lane, in a letter to Mr. Churchill said:

"Will improve"
"It is needless for me to say I was aware you would not be sufficiently competent to carry on the work of a fully qualified bricklayer but if I think, as time passes, you will improve your craftsmanship in a similar manner to those who have entered the Trade Union Government Adult Apprenticeship Scheme. We do not expect you to spend very much time at your training, particularly in view of the position you hold in His Majesty's Government."
—*British Wireless Service.*

BUILDING HIS OWN COUNTRY HOUSE Laying Bricks Westerham, Kent

Not yet content, it seems, with the very adequate proofs of his remarkable versatility which he has already given—as soldier, journalist, politician, statesman, artist, and historian—Mr. Winston Churchill is now trying his "ventricle hand" at bricklaying!

At least it was a "practice hand" the other day when he laid his first brick, but now he would insist, no doubt, and his fellow workers certainly frankly declare—that it is a practised one.

A few weeks ago Mr. Churchill was seized with a desire to build a house on his own estate at Westminster. He chose a site adjoining his gardener's cottage, which gives on to the road less than 100 yards below his residence, Chartwell Manor.

(Continued on Page 7)

SMALL FIRE Excitement was occasioned during the hour to-day by a fire call in Central district. The outbreak was in the store room at the Botanic and Forest Department offices and little if any damage was done.

COOLIDGE'S MESSAGE TO CHINA DOUBLE 10 FESTIVAL CHIANG KAI-SHEK SPEAKS ON THE REVOLUTION LONDON CONFUCIANS' LUNCH

Nanking, To-day.
The Nationalist Government of China has received a message from President Coolidge of the U. S. A., through Mr. E. S. Cunningham (Consul-General at Shanghai), which reads:—

"Convey to the chairman of the Government Council of the Nationalist Government the President's cordial felicitations on this anniversary of the proclamation of the Chinese Republic."

Congratulatory messages have also been received from the Netherlands Minister, the French Charge d'Affaires and the German Charge d'Affaires at Peking.—*Reuter.*

Revolutionary Unity
Nanking, To-day.
Marshal Chiang Kai-shek, in a message to the people of China, points out that while the Northern Expedition has been completed with success, the Revolution remains to be achieved, "for our national preservation, and to reach the goal of independence and liberty we must have unity in revolutionary thought throughout the entire country."

Marshal Chiang suggests the development of a strong national physique, preservation of the ancient virtues of China, increase of scientific knowledge in order to discard foolish and superstitious beliefs, and thorough acquaintance with the new culture of the world so as to facilitate national and social progress.—*Reuter.*

London Celebration
London, Yesterday.
Sir Francis Younghusband presided at a lunch of 90 guests given by Mr. Chen Huan-chang, President of the Confucius Association of China, in celebration of the anniversary of Confucius' birth.

The guests included Sir Francis Aglen, Sir Dennison Ross, Sir Valentine Chirol, and the Persian and Chinese Ministers.

In a long oration, Mr. Chen Huan-chang welcomed the fact that the west was learning to know Confucius better.

The Chinese Minister, in reply, said that "Young China" would never overthrow Confucianism.—*Reuter.*

General As Host
Tongshan, Yesterday.
At an official luncheon in Tongshan to-day, in honour of China's National Day, at which both foreigners and Chinese were present, General Pei Chung-hai delivered a speech in which he emphasised the necessity of co-operation between Chinese and foreigners in re-organising industry and commerce, enterprise and the general welfare of all concerned.—*British Naval Wireless.*

[Note: General Pei Chung-hai commanded the expedition against the Northerners.]

Banquet at Canton
National Day and the birthday of Confucius were celebrated with much enthusiasm in Canton yesterday. Flags were seen everywhere and, at night, the electric light decorations were very nicely arranged.

The Consular Body, called on Government House and were met by Mr. Chu Chao-hsin, Commissioner of Foreign Affairs. The Commissioner of Customs and the Postal Commissioner also attended. In the evening a banquet was served for foreign visitors. A Chinese play was performed at night.

At 11 a.m. a gun was fired and a military review was held at the Eastern parade ground by General Tang Sai-tang, commander of the City Garrison. At the same time guns were fired by the warships in port. Aeroplanes flew round the city and dropped leaflets of a variety of colours.

"Pallads" were erected at the Central Garden. The photo of the late Dr. Sun Yat-sen was placed on a platform.

Orderliness was well preserved and it was estimated that tens of thousands of people assembled in Central Garden yesterday.

Sacrifices were offered to Confucius by the students and the doctrine of Confucius formed the

THE FLYING SPEED RECORD DARCY GREIG FLIES MORE THAN 310 M.P.H. LINER MOVES-TO

London, Yesterday.
In his final practice flight in Supermarine Napier seaplane 55, in which he hopes to break the Italian, Major Bernardi's, flying speed record, Flight-Lieutenant Darcy Greig put up a speed estimated at more than 310 miles an hour at Calshot this afternoon.

Bernardi's record is 318½ miles an hour.

As the Cunard liner "Aquitania" was steaming up the Solent as Greig was about to start Calshot Air Station sent a wireless message to the liner asking her to reduce speed.

The captain at once ordered "slow speed" and the "Aquitania" was practically hove to, while Greig made his flight. After one more flight, if the weather conditions continue favourable, Greig will make his official attempt on the record.—*British Wireless Service.*

ENGLAND TO CAPE CAPT. HOPE HELD UP BY HEAVY RAINS AT WADY HALFA

Khartum, Yesterday.
Capt. Hope is now at Wady Halfa en route to England, after returning unexpectedly from Malakal, where he was held up for a week as heavy rains made the landing ground at Mongalla, which was to have been the next stop to Capetown unsafe.—*Reuter.*

subject of an address in the public library.

Peking's Illuminations
Peking, Yesterday.
Peking was roused at 6 a.m. by a salute of a hundred guns fired to usher in the "Double Tenth."

At 7 a.m. General Yen Hsi-shan reviewed the troops, and mass meetings and processions continued throughout the day with much enthusiasm but perfect order.

General Yen Hsi-shan gave a reception to foreign diplomats at 11 a.m.

In addition to electric illuminations this evening, the shopkeepers displayed lanterns, and a monster lantern parade was held.

It is noteworthy that in addition to such inscriptions as "Long live China," "Support the Kuomintang," "Complete the Revolution," many lanterns are inscribed "Abolish exorbitant taxes" and "Reduce the army."—*Reuter.*

Shanghai En Fete Shanghai, Yesterday.

"Long live the Republic of China." Long live the National Government," was the toast proposed by Commissioner Wun Sz-king at the official reception attended by Consular officials and foreign military officers at the Bureau of Foreign Affairs this morning.

The extensive programme included a military review at Lungchow and three huge mass meetings in the native city at which patriotic speeches were delivered. There were numerous processions while aeroplanes circled over the native city at intervals throughout the day and dropped eulogistic handbills.

Seidom has the native populace shown such enthusiasm on a national holiday. The crowds of pleasure seekers which thronged the streets by day and night have been festive but completely peaceable. So far no disturbances have been reported.—*Reuter.*

Ceremony at Nanking
Nanking, Yesterday.
The ceremony of the inauguration of the State Council of the National Government opened at 8 a.m. after three bows to the portrait of the late Dr. Sun Yat-sen and the reading of his will by Marshal Chiang Kai-shek which was followed by three minutes' silence.

Messrs. Li Shih-tung, Chang Ching-kiang and Wu Te-hui administered the oath of office to Chiang Kai-shek and his colleagues. Chiang Kai-shek then pledged his loyalty and obedience of himself and his colleagues to Sun Yat-sen's teachings and the instructions of the Party, after which a group photograph was taken. The officials then adjourned and proceeded to the military review.—*Reuter.*

RED LEAFLETS FOUND IN HONG KONG ANTI-BRITISH ROT! PAPERS PICKED UP IN STREET ON NATIONAL DAY NOT SUBSTANTIATED BY FACT

Hundreds of inflammatory handbills were thrown by an unknown person into Queen's-road Central from the upper floors of China Building at about eight o'clock last night, a number being secured by the Police.

The literature purports to be issued by the "Delegates' Executive Committee of the Kwangtung Provincial Branch of the Communist Party of China. That it is "Red," there is no doubt. It is also anti-British and includes a number of untrue statements.

As is usual with propaganda of this kind, the persons in authority in China are made the object of ravings which are not substantiated by facts.

Marshal Chiang Kai-shek (President of the Government Council) and Marshal Li Chai-sum (head of the Kwangtung Government, who is at present in Nanking) are made the objects of special attacks.

The Nanking Incident
They are described as the representatives of the "powerful bourgeoisie" and "property-owning classes." The wording of the leaflets continues:

"To deceive others, they (Chiang Kai-shek and Li Chai-sum) are using the opportunity of the 'Double Ten' Festival to celebrate completion of unification and thereby conceal their quarrels with each other."

Such action, the Reds say, is not only cheating but also debases all the people of China! Furthermore, it makes laughter of all the departed heroes of the Revolution.

Exception is taken to China's terms of settlement with the United States of America and with Britain of the Nanking Incident, also to the conclusion of new Commercial Treaties because goods of the other contracting nation "cannot be made to pay more taxes than Chinese goods."

The Chinese Government is accused of intentions to hand back the British Concessions at Hankow and Kinkiang, which were restored to China.

In practice, the Communists say, the Chinese Government has accepted "Imperialist Japan's sending troops to Shantung."

The pamphlet points out that even former anti-Nationalists like General Yen Hsi-shan, ex-Premier Tuan Chi-jui, General Chang Hsueh-jiang and General Yang Yung-tung have become "leading persons in Nationalist China."

The Exhortations
In fact, the propagandists allege, Chiang Kai-shek and Li Chai-sum are "worse reactionaries against Revolutionary China" than the former militarists.

From a printing point of view, the handbills are well executed. Ten accusations against Chiang Kai-shek and Li Chai-sum appear in one column. To "balance" this, ten exhortations appear in the next column, in an exactly similar position. Some of these exhortations are:—

Push down Imperialistic rule.
Confiscate property and banks of foreigners (in China).
Overthrow the present militarist Nationalist Party and Government.
Form the Labourers', Peasants' and Soldiers' (Soviet) Government.
An eight-hours day and increase of wages, etc.

Confiscate all land belonging to the property-owning classes.
Improve the condition of the soldiers; let them have land and work.
Abolish all taxes and levies; centralise taxation.

Co-operate with all non-property-owning classes of the world and ally with Soviet (Russia).

HORAN INCIDENT THE AMERICAN JOURNALIST STILL IN FRANCE CONSIDERATION OF FACTS

Paris, Yesterday.
The departure of the American journalist Mr. Harold Horan, has been indefinitely postponed, till M. Poincare and M. Briand have fully considered all the facts, as considered by the Anglo-American Press Association.—*Reuter.*

TO-DAY'S DOLLAR The closing rate of the dollar on demand to-day was 2/0 5/18.

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M.V. ROMOLOSails on/or about 6th December.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "REMO"Sails on/or about 16th October.
M.V. "VIMINALE"Sails on/or about 13th November.
M.V. "ESQUILINO"Sails on/or about 11th December.

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TAIYO MARUWednesday, 17th October.

TENYO MARUTuesday, 20th October.

KOREA MARUTuesday, 13th November.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HAKOZAKI MARUSaturday, 20th October.

HAKUSAN MARUSaturday, 3rd November.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARUWednesday, 24th October.

MISHIMA MARU (Calla Zamboanga)Wednesday, 21st November.

HOMIYA via Singapore, Penang, & Colombo.

HAKODATE MARUSaturday, 27th October.

TAMBA MARUSunday, 11th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

RAKUYO MARUMonday, 12th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARUSaturday, 10th November.

NEW YORK AND BOSTON via PANAMA.

*TOBA MARUMonday, 22nd October.

LIVERPOOL via Port Said, Geneva, Marseilles.

LIMA MARU (Calla Glasgow)Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARUFriday, 19th October.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARUThursday, 18th October.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARUMonday, 15th October.

TSURUGA MARUMonday, 15th October.

DAKAR MARUThursday, 18th October.

WAKASA MARU (Kobe direct)Thursday, 18th October.

†Cargo only.

Subject to alteration without notice.

For further information apply to:-NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

AMUR MARUSaturday, 10th November.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

LAPLATA MARUFriday, 28th October.

BOMBAY via Singapore & Colombo.

BORNEO MARU (Calla at Penang)Friday, 10th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOZAMBIQUE—Via Singapore and Colombo.

PANAMA MARUThursday, 1st November.

CALCUTTA—Via Singapore, Penang & Rangoon.

SEATTLE MARUThursday, 25th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARUThursday, 8th November.

HAIPHONG—Via Hong Kong & Pakhoi.

MEMADO MARUThursday, 11th October 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS

ANDES MARUTuesday, 9th October.

KASADO MARUWednesday, 10th October.

KEELUNG—Via Swatow & Amoy.

KISHU MARUSunday, 14th October Noon.

HOZAN MARUSunday, 21st October noon.

TAKAO—Via Swatow & Amoy.

DELI MARUThursday, 18th October Noon.

TAKAO & KEELUNG

SOURABAYA MARUWednesday, 17th October.

For further particulars please apply to:-OSAKA SHOSEN KAISHA.

Tel. Central No. 400, 401, 402.



SHIPPING SECTION.

LOCAL SHIPPING

TO-DAY'S ARRIVALS AND DEPARTURES

Astyanax (3,021) British, from New York and Singapore—B. & S.—2 passengers, 275 tons general cargo for Hong Kong, 5,350 tons (through).

Shantung (1,568) British, from Shanghai and Swatow—B. & S.—232 passengers, 120 tons general cargo for Hong Kong, 1,330 tons (through).

Hupei (1,205) British, from Canton—B. & S.—170 tons general cargo (through).

Halward (1,217) British, from Foochow—Douglas Lapraik—3 passengers, 365 tons general cargo for Hong Kong.

New Mathilda (842) British, from Canton—Yik Tai Co.

General Metzinger (5,524) French, from Marseilles and Saigon—M.M.—291 passengers, 192 tons general cargo for Hong Kong, 2,164 tons (through).

Song Giang (589) French, from Amoy—Karsten Larssen.

Lun Chow (1,416) French, from Haiphong and Hoihow—Sing Kee—150 passengers, 1,750 tons general cargo and 626 pigs for Hong Kong, 1,000 tons coal (through).

Song Bo (720) French, from Haiphong and Fort Bayard—Indo-Chinese de Navigation—600 tons general cargo for Hong Kong, 9,800 tons (through).

Bremen (4,890) German, from Bremen and Singapore—Melchers & Co.—15 passengers, 1,100 tons general cargo for Hong Kong, 9,800 tons (through).

Burgenland (4,321) German, from Hamburg and Miri—Jebens & Co.—1,219 tons general cargo for Hong Kong, 6,584 tons (through).

Carl Legien (3,438) German, from Kobe and Shanghai—Jebens & Co.—5 tons general cargo for Hong Kong, 2,807 tons (through).

Hordvark (4,111) Norwegian, from Foochow and Swatow—K. Larsen & Co.—6,500 cases oil for Hong Kong.

Kasado Maru (3,562) Japanese, from Calcutta and Singapore—O.S.K.—502 tons general cargo for Hong Kong, 3,780 tons (through).

Menado Maru (1,285) Japanese, from Haiphong and Pakhoi—O.S.K.—1,485 tons general cargo for Hong Kong.

Kishu Maru (1,567) Japanese, from Keelung and Swatow—O.S.K.—17 passengers, 730 tons coal and 49 tons general cargo for Hong Kong.

Shiu Hing (114) Chinese, from Macao—Hoo Hing Co.—40 tons general cargo for Hong Kong.

Wing Lee (641) Chinese, from Fort Bayard—Yue Yuen Co.—126 passengers, 350 tons general cargo for Hong Kong.

Departures

For Antau:—Tak Hing.

For Shanghai:—Apoyee, Chen-an, Hupei, General Metzinger, Dr. Pierre Benoit.

For Amoy:—Seang Bee, Nam Sang.

For Macao:—Shiu Hing.

For Takao:—Andre Maru, Astyanax.

For Canton:—Foo Shing.

For Haiphong:—Song Giang.

For Singapore:—Alaska Maru.

For Manila:—Tijleboet.

Clearance

For K. C. Wan:—Teau.

For Canton:—Shantung.

For Bangkok:—Norviken.

For Singapore:—Cremor.

Arrivals

British 6 7 15

Japanese 3 2 6

Norwegian 1 0 7

Chinese 2 2 16

Dutch 0 1 5

French 4 3 3

German 5 0 3

Portuguese 0 0 2

Danish 0 0 1

19 15 58

NAVAL PRACTICE

THE QUARTERLY SIGNALLING RETURN

The quarterly return of signalling between H.M. ships and British Merchant vessels for the quarter ended March 31, published in current Fleet Orders, shows a total of 1,918 successful exercises carried out, as compared with 1,394 for the previous quarter. There were twenty-seven failures to establish communication. The following table gives the number of successful exercises reported by H.M. ships in order of merit; vessels with less than thirty exercises are not included:—

First Destroyer Flotilla, Mediterranean, 133; "Clematis," Red Sea, 135; Third Destroyer Flotilla, China, 119; "Hermes," China, 88; "Castor," troping, 84; "Dahlia," Red Sea, 82; "Concord," troping, 76; "Berwick," China, 69; "Cornflower," China, 54; "Melbourne," on passage to United Kingdom, 51; "Cardiff," Mediterranean, 48; "Hood," Battle Cruiser Squadron, Atlantic Fleet, 40; "Vindictive," China and passage to United Kingdom, 33; "Sandhurst," Mediterranean, 32; "Bluebell," China, 30; and Assistance, Mediterranean, 30.

The number of exercises carried out by vessels of the various companies, given below, cannot be taken as a statement of comparative signal efficiency between different companies, as opportunities for signalling with H.M. vessels are varied. These with less than twenty exercises are not included:—

P. and O. Steam Navigation Company, 165; British Tanker Company, 141; 1 failure; Ellerman Lines, 118; Indo-China Steam Navigation Company, 102; 1 failure; British India Steam Navigation Company, 93; 2 failures; Ocean Steamship Company, 81; Clan Line Steamers, 53; 2 failures; Bibby Steamship Company, 32; T. and J. Brocklebank, 29; Anglo-Saxon Petroleum Company, 26; Union-Castle Mail Steamship Company, 23; and Orient Steam Navigation Company, 21.

"GHOSTS"

OLD STEAMSHIPS THAT HAVE PASSED AWAY

"One might guarantee they would furnish a tough contingent of ghosts, those who had trod her scarred decks and listened to the crash of the tumbling seas in the reeking atmosphere of her foc'sle." If as Mr. A. G. H. Macpherson says in this introduction to "Mail and Passenger Steamships of the XIXth Century," the men who trod the decks of those curious halfways, the steam-sailing ships, and the diminutive paddle steamers are now only a "tough contingent of ghosts," the ship themselves which trod the seas with a new found certainty of arrival and departure are ghosts equally "tough." Their histories, related by Mr. Frank C. Bowen, and their ghost pictures reproduced from the Macpherson collection of maritime prints, recently acquired for the British nation, are to be found in the beautiful volume edited by Captain H. Parker. They are a fascinating company, the primitive stern wheeler, the early river and coastal steamboat, the pioneer ocean paddler, the Yankee scorchers of the Mississippi and Long Island Sound, the unsuccessful auxiliary with her big spread of canvas, the Atlantic record breaker. Some of them have passed into literature or history.

"Wooden Paddles"

The Cunard Line wooden paddle steamer "Britannia" with her bakery and cow-house on the main deck, had the double distinction in 1842 of carrying Charles Dickens and the first recorded stowaway in a steamer. The "Batavier," the earliest paddle wheel on the London-Rotterdam service, combined a bad reputation for smuggling with a mention in the last chapter of "Vanity Fair" before coming to a grimy end as a coal hulk in 1855. The Express, which paddled across the Channel between 1847 and 1855 rescued the fugitive Louis Philippe in 1848, when he came on board at Havre disguised as a fisherman. The record breakers and the "Titanics" of the early days of steam float delicately through the prints and receive short mention on the pages. There is a picture of the launch of the "Great Britain" in 1845, the largest ship of her time, with a length of 322 ft. and a tonnage of 3,448. The six masts which rise above her black pipe-line funnel were named after the days of the week, not including Sunday. She seems a giant beside the 435-ton paddle steamer "Curacoa," the first bona-fide steamer to cross the Atlantic carrying passengers and mails between Antwerp and the Dutch Colony of Curacoa.

NEW LINERS

PASSENGER VESSELS FOR EUROPEAN SERVICE

BUILDING IN JAPAN

The orders for the two passenger liners for the Nippon Yusen Kaisha service between Japan and London have now been placed, but, unfortunately, they are not to be built in England as had been hoped, for, owing to a change in circumstances, it was decided to build them in Japan. They will be constructed by the Mitsubishi Zosen Kaisha, Nagasaki, and the following will be the main details:—

Length overall 526 ft.
Length b.p. 605 ft.
Breadth moulded 68 ft.
Depth moulded 37 ft.
Loaded draught 28 ft. 6 in.
Gross tonnage 11,200
Net tonnage 6,900
Deadweight capacity 10,000 tons
Passenger accommodation:
1st class 125
2nd class 69
3rd class 60
Power 9,600 h.p.
Speed in service 17 knots.

In each ship two Sulzer-type engines, built by the Mitsubishi Co., will be installed. The motors are 10-cylinder units, with a bore of 680 mm. and a piston stroke of 1,200 mm. The speed is 110 r.p.m.

MOVEMENTS OF STEAMERS

The M.V. "Viminale" (D. & Co.) from Singapore is expected here to-day.

The Ben Line s.s. "Benroech" from Middlesbrough, Antwerp, London, Straits and Philippines is due to arrive here to-day.

The P. & O. s.s. "Macedonia" left Singapore for this port on Oct. 7 at 9 a.m. with the outward English Mails, and is due here to-day.

The E. I. & A. s.s. "Apar Line" left Singapore for this port on Oct. 7 at 9 a.m. and is due here to-morrow a.m.

The P. & O. s.s. "Kidderpore" left Singapore for this port on Oct. 6 at 4 p.m., and is due here to-morrow at about noon.

The Ben Line s.s. "Benroech" from Europe, Straits and Philippines is due to arrive here to-morrow.

The P. & O. s.s. "Morea" left Shanghai for this port on Oct. 9 at 4 p.m. with the Mails, and is due here to-morrow at about 8 a.m.

The E. I. & A. s.s. "Arafura" is expected to leave Manila for this port to-morrow at Noon with the outward Australian Mails, and is due here on Sunday at about p.m.

The vessel has been delayed as a result of the strike in Australia.

The P. & O. s.s. "Jeypore" left Singapore for this port on Oct. 9 at 5 p.m., and is due here on Oct. 15 at about 6 p.m.

The C.P.S. R.M.S. "Empress of Russia" is due here at a.m. on Tuesday, and will berth at Pier No. 5, Kowloon Wharf. She will sail for Manila at 10 p.m. on the same day.

The M.V. "Toronto" (D. & Co.) is expected here from New York via port on Oct. 18, and will be despatched hence for New York via Suez at Noon on Oct. 20.

The M.V. "Esquillo" (D. & Co.) sailed from Trieste on Sept. 24, and is due in Hong Kong on Nov. 8.

The M.V. "Delhi" (Swedish East Asiatic Co. Ltd.) left Antwerp on Oct. 7, and is due here on or about Nov. 11.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS, 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai) Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

FOR CHRISTMAS AND THE NEW YEAR HOLIDAYS
"EMPEROR OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 15th, in ample time to enable passengers destined to Canadian or United States points to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Montreal" from St. John, December 21st, reaching Liverpool, December 28th.

HONG KONG—MANILA SERVICE.
Leave Hong Kong Manila Leave Manila Hong Kong
Oct. 10 Oct. 18 EMPRESS OF RUSSIA Oct. 19 Oct. 21
Oct. 30 Nov. 1 EMPRESS OF ASIA Nov. 2 Nov. 4

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.
Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE

OCTOBER SAILINGS

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.
S.S. "TAI HING"
[1,088 tons—Capt. O. B. Wilks.]

OCTOBER
SUN. 14th WED. 24th
FRI. 19th MON. 29th

When they pass the Shihing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place."

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MOREA	10,958	13th Oct.	Marseilles & London.
*KHIVA	9,135	27th Oct.	Marseilles, London & Hull.
*MIRZAPUR	6,715	1st Nov.	Straits & Bombay.
*KIDDERPORE	5,334	10th Nov.	Straits, Bombay & Karachi.
*MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.

*Cargo only. *Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,008	27th Oct.	Singapore, Penang & Calcutta.
TAKIWA	7,936	4th Nov.	Singapore, Penang & Calcutta.
*CANARA	6,012	15th Nov.	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	5th Nov.	Manila, Port Holland, Sandakan.
TANDA	6,956	30th Nov.	Singapore, Penang & Calcutta.
ST. ALBANS	4,500	28th Dec.	Thursday Island, Townsville, Bris- band, Sydney & Melbourne.
ARAFURA	6,000	1st Feb.	

Regular monthly sailings from Hong Kong to Japan, and Hong Kong to
Australia.The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hoko, Cebu,
Kolumbugan, Tawao, Timor, Darwin, or other ports en route, as inducement
offers.Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MACEDONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	13th Oct.	Shanghai, Moji & Kobe.
ARAFURA	6,000	14th Oct.	Manila, Port Holland, Sandakan.
TAKIWA	7,936	14th Oct.	Manila, Port Holland, Sandakan.
*JEYPORE	5,318	18th Oct.	Manila, Port Holland, Sandakan.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C, HONG KONG. Agents

BOSTON, NEW YORK & BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO. LTD. & CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALE S.S. CO. LTD.)

SAILINGS FROM HONG KONG

S.S. "AGAPENOR"	Via Suez Canal	17th Oct.
S.S. "CITY OF KIOS"	Via Suez Canal	23rd Oct.
S.S. "PYRRHUS"	Via Suez Canal	15th Nov.
S.S. "CITY OF PERTH"	Via Suez Canal	30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., Hong Kong.
Messrs. Jardine, Matheson & Co., Ltd., Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.From MIDDLESBRO', ANTWERP
LONDON, STRAITS AND
PHILIPPINESTHE Steamship
"BENMACDUFF"CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 18th inst. will be
subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 1st Novem-
ber, 1928, or they will not be re-
cognised.All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
17th inst. at 10 a.m. by
Messrs. Goddard & Douglas.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byGIBB, LIVINGSTON & CO., LTD.
Agents.

Hong Kong, 11th Oct., 1928.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.From MIDDLESBRO', ANTWERP,
LONDON, AND STRAITS.THE Steamship
"BENMACDUFF"CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazar-
dous and/or extra hazardous God-
owns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves,
delivery may be obtained.No claims will be admitted after
the goods have left the godowns,
and all goods remaining undelivered
after the 13th inst. will be
subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 27th
inst. or they will not be recognised.All broken, chafed, and damaged
goods are to be left in the Go-
downs, where they will be examined
on the 12th inst., at 10 a.m., by
Messrs. Goddard & Douglas.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byGIBB, LIVINGSTON & CO., LTD.
Agents.

Hong Kong, 6th Oct., 1928.

NOTICE TO CONSIGNEES.

M.V. "TORONTO"

From NEW YORK, NEWPORT
NEWS, and BALTIMORE.CONSIGNEES of Cargo are here-
by informed that all Goods are
being landed at their risk into the
Godowns of the Hongkong and
Kowloon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary be
given before 10th inst.No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undeliver-
ed after the 16th inst. will be
subject to rent.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
16th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byDODWELL & CO., LTD.
Agents.

Hong Kong, 10th Oct., 1928.

CONSIGNEES' NOTICES.

Consignees of Cargo ex S.S.
"Benmacduff" are reminded to take
delivery of their goods which will
be subject to rent after Oct. 13.Consignees of Cargo ex M.V.
"Toronto" are reminded to take
delivery of their goods which will
be subject to rent after Oct. 16.Consignees of Cargo ex S.S.
"Pyrrhus" are reminded to take
delivery of their goods which will
be subject to rent after Oct. 15.Consignees of Cargo ex M.V.
"Benmacduff" are reminded to take
delivery of their goods which will
be subject to rent after Oct. 13.

TRAVEL SERVICE.

Steamship and Railroad tickets issued to all
principal Cities of the world.Reservations made—Domestic and foreign
traveller's cheques issued.BRANCHES THROUGHOUT CHINA
CONNECTIONS ABROAD.YOU CAN SAVE YOUR TIME & TROUBLE BY BOOKING
THROUGH US.CHINA TRAVEL SERVICE,
GENERAL TOURIST AGENTS.

6, Queen's Road Central.

Tel. C. 2823-6176.

PANAMA CANAL

"UNCLE SAM" DOESN'T LIKE
ADVICEThe recommendation of the
International Shipping Conference
that in view of the present volume
of traffic the Panama Canal should
be operated continuously day and
night has aroused quite a storm of
indignation in certain quarters in
the United States. How dare any
foreigner, even though he be a
member of an international
organization including American
representatives, presume to offer
an opinion as to what should be
done with anything so American as
the Panama Canal! To quote the
New York "Nautical Gazette":"Americans as a whole feel that the
Canal is an American prerogative—
an entrenchment of our defensive
position and an aid to our com-
mercial enterprises. As U. S.
governmental expenditures and
American ingenuity completed the
Canal, the thought of foreign in-
terference in the administration of
the policy of its operation seems re-
pugnant to the average citizen."Dear, dear! One seems to recall,
years ago, some talk of the benefits
that would accrue to mankind in
general and not exclusively to the
United States, by means of the
Panama Canal and its shortening
of the trade route between the
Atlantic and Pacific. But—autres
temps, autres mœurs. It is now
the fashion in America to decry
the hidden hand of foreign enemy
in every suggestion relating to
American shipping matters eman-
ating from abroad, especially if
it forestalls an American idea.The Panama Canal is used by the
ships of all nations, and representa-
tive shipowners of those countries,
after full and frank discussion of
the matter from the commercial
and shipping standpoint (without
bringing in irrelevancies such as
national dignity and defence), came
to the conclusion that the commerce
of the world would benefit by the
waterway being open at night, the
American delegates themselves
concurring. That being so, they
set the usual machinery in motion
with a view to getting their re-
spective Governments to approach
the United States authorities in the
proper manner. There does not
seem to be much cause for anyone
on the other side of the Atlantic to
get hot over the matter. Inciden-
tally, we notice that our contem-
porary produces the argument that
whilst, from the shipowners' pointof view, delay means money out of
pocket, from the U.S. Government's
standpoint night operation of the
Canal means increased costs. But
in this connection it might be as
well to refer to the remarks recently
made by Mr. P. A. S. Franklin,
America's leading shipowner on
the subject of the excess profits
already made by the State out of
shipping using the Canal—"Syrac."

PASSENGER LISTS.

ARRIVALS.

By the s.s. "Tayo Maru" from
Los Angeles and Way Ports on
October 10:—Miss E. Robinson, Miss C. Cauty,
Mr. G. R. Gudehus, Mr. Chan
Check, Mr. S. Aikawa, Miss E.
Aikawa, Miss K. Aikawa, Mr. and
Mrs. Aikawa, Miss I. Aikawa, Mr.
R. Rea, Miss C. R. Rea, Miss F.
K. Oakes, Mr. A. K. J. Jensen,
Mr. C. B. Broake, Mrs. J. Green
Halgh, Mr. Harry Bell, Mr. Andres
Tee, Mr. J. W. Grieve, Mr. and
Mrs. A. W. Allen, Mr. J. Y. Lun,
Mr. R. Choa, Mr. A. de I. Goyena,
Mr. P. de I. Goyena, Miss I. de I.
Goyena, Dr. and Mrs. F. B. Foster,
Mr. J. D. Webb, Mr. H. S. Hastig,
Mr. N. P. Lewis, Mrs. R. H.
Yuliths, Miss Helga Johnson, Miss
Jennie Cockett, Mr. Frank Harper,
Mr. and Mrs. Carl Weber, Mr. V.
H. C. Sarret, Mr. Goo Wah Bin,
Mr. A. D. M. Nacianceno, Mr. S.
Imamura, Miss A. Miyazaki, Mr.
Loi Mol Yun, Mr. Kwok Wai Sang,
Miss Lam Kon Yuck, Mr. Luk Wah
Gee, Miss Wong Wai See, Mr. Kuk
Wing Choy, Mr. Kuk Wing Tai,
Miss Kuk Noi Jine, Mr. Kuk Noi,
Miss Low Quan Tong Moe, Mrs.
Low Quan Kin Tse, Mr. Low Ha
Wai, Mr. Low Kai Hon, Mr. and
Mrs. S. Okada, Miss M. Terashima,
Mrs. Shifurington, Mr. Choy Wing
Cho, Mr. T. C. Dowson, Mr. U. A.
Stewart, Mr. H. G. Jackson, Mr. I.
P. Rogers, Mr. H. M. Prince, Miss
M. Lewis, Miss C. Kelly, Mr. and
Mrs. Burns, Mr. F. Burns, Mr. N.
de Soah, Mrs. C. de Soah, Mr. and
Mrs. J. B. Brown, Mr. Frank
Schover, Mrs. L. Shiver, Mr. O. D.
Lum, Mr. M. C. Peterson, and Mr.
Suwem Chavla Jain.Wong Sam, coxswain of the
steam launch "Perla" was
charged at the Marine Court this
morning with infringing harbour
regulations by towing three
lighters of 1,600 piculs capacity
abreast, through the Southern
entrance of the Yaumati Typhoon
Shelter, on October 8. The de-
fendant was found guilty and was
fined \$5.

CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

M.V. "VIMINALE"

From Trieste, Venice, Brindisi,
Port Said, Massana, Aden, Karachi,
Colombo, Penang and Singapore.CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
Godowns of the Hong Kong and
Kowloon Wharf & Godown Com-
pany Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary be
given before 12th inst.No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undeliver-
ed after the 18th inst. will be sub-
ject to rent.All claims against the vessel
must be presented to the under-
signed on or before the 28th inst.
or they will not be recognised.All broken, chafed and damaged
Goods are to be left in the Go-
downs, where they will be examin-
ed on the 18th inst. at 10 a.m. by
our surveyors Messrs. Goddard &
Douglas.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byDODWELL & CO., LTD.
Agents.

Hong Kong, 12th Oct., 1928.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Pierce	Oct. 23rd
Pres. Taft	Nov. 6th
Pres. Jefferson	Nov. 20th
Pres. Cleveland	Dec. 4th

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Madison	Oct. 16th, at 9 a.m.
Pres. Jackson	Oct. 30th
Pres. McKinley	Nov. 13th
Pres. Grant	Nov. 27th

£120, £112 Special through rates to Europe via United States.
Direct connections with all Atlantic lines. Choice of
rail lines across United States and Canada, liberal stop-over privileges for
sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Folk	Oct. 21st 8 a.m.	Pres. Harrison	Dec. 2nd 8 a.m.
Pres. Adams	Nov. 4th 8 a.m.	Pres. Monroe	Dec. 14th 8 a.m.
Pres. Garfield	Nov. 18th 8 a.m.	Pres. Wilson	Dec. 30th 8 a.m.

To Manila

Pres. Pierce	Oct. 13th 6 p.m.	Pres. McKinley	Nov. 6th 6 p.m.
Pres. Jackson	Oct. 27th 6 p.m.	Pres. Jefferson	Nov. 10th 6 p.m.
Pres. Taft	Oct. 27th 6 p.m.	Pres. Grant	Nov. 20th 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 795

Cable Address "Dollar."

CANTON BRANCH—No. 4, Sha Kuo Street.

American Mail Line

Dollar Steamship Line

SAND-LIME BRICKS.

Best machine made bricks

Highest tests and uniform qualities.

For Economy, Quality, Beauty, Durability and

Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,

CHEUNG YU NAM

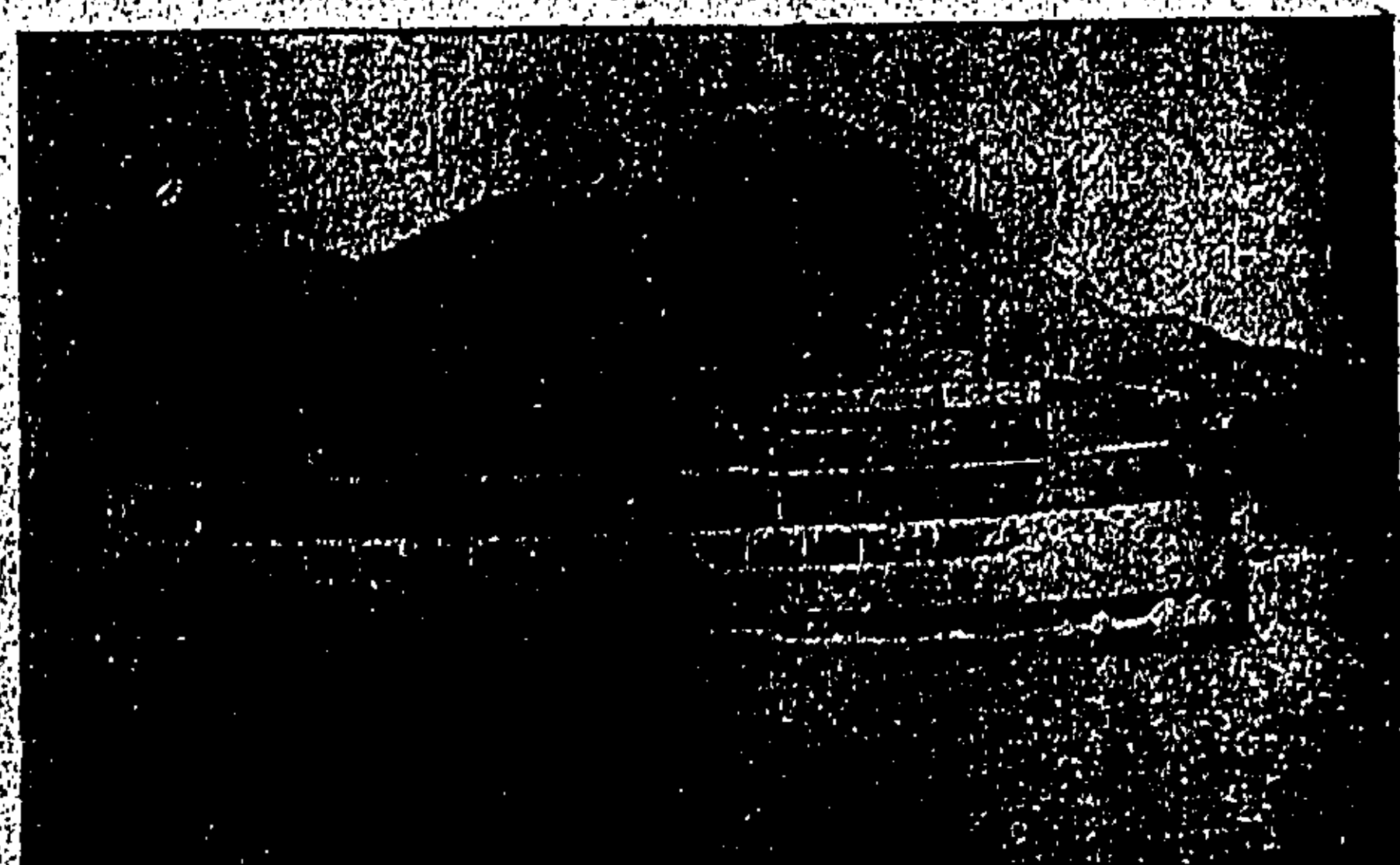
Manager.
Factory—Canton, Hong Kong Office,
145, Queen's Road, West, 1st Floor.
Telephone No. C. 8832.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two SHIPWAYS and can
accommodate any craft of 200 feet long.Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Shipping Office: 10, Queen's Road, Hong Kong, Tel. Kowloon No. 9.
Estimates furnished on application.
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.Single Screw Steel Passenger and Cargo Motor Vessel, "P. ABOTIZ",
134' 0" B.P. x 27' 0" Mid. x 11' 2" Mid. Built to the order of Messrs.
Abbot, Inc., Cebu, for Philippine Inter-island Service.Please address enquiries to the Chief Manager,
The Hongkong & Whampoa Dock Co., Ltd.,
7, Queen's Road, Central, Hong Kong.

You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S

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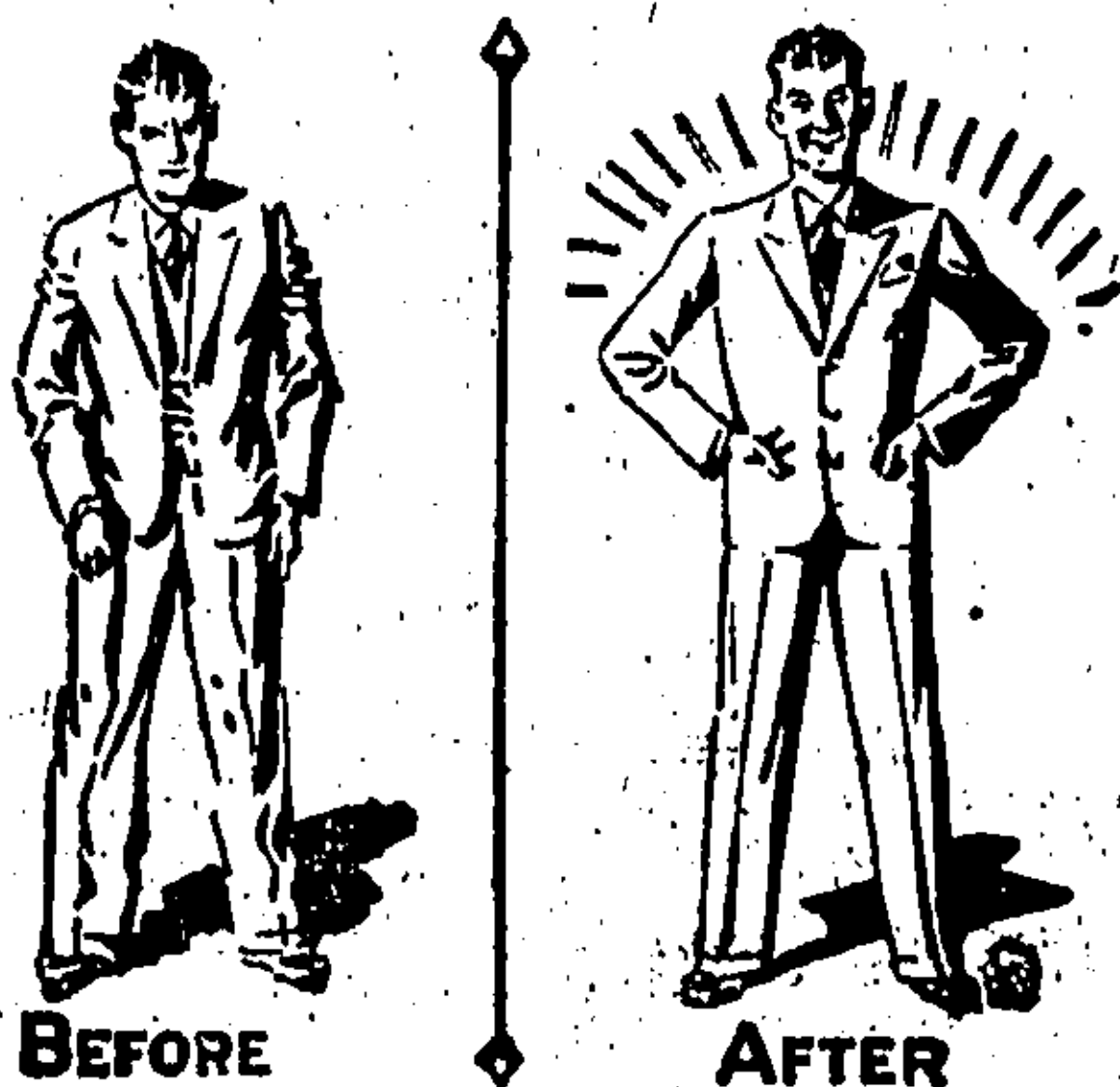
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Hong Kong, Thursday, Oct. 11, 1928.

ANTI-PIRACY PROBLEMS

On a problem so obviously difficult of solution as is the piracy problem it is as well to obtain all the suggestions and advice it is possible to obtain, and it is in this connection that we draw attention to the views of a contemporary at Singapore, as published on another page. Here it is stated that "in the ordinary course the provision of armed guards for ships is a matter for the regular garrison, and it is the most effective means of guarding against pirates yet evolved." Now armed guards have been tried in ships out of Hong Kong and it has been decided, not without good reason, that they are unsatisfactory. These guards, however, were locally-recruited Indians of the watchman and policeman type, and there is no indication that our Singapore contemporary had such men in view when laying down what is a most definite opinion. More likely than not regular troops were in the writer's mind, and if this is so, we have a suggestion before us that has not been fully tried out in local shipping circles. A move in this direction has been made, true enough, in regard to the passenger vessels of one line and with entire satisfaction, so far as we are able to learn, to all concerned. Whether or not the military authorities would be prepared to utilise the services of garrison troops for the protection of all British ships plying along the China Coast is another question and one which the authorities themselves, at the moment, are unable to answer.

Another suggestion of a similar nature in regard to piracy prevention methods has taken the form of proposing increased activity on the part of naval units on the Station. This, in itself, has obvious drawbacks in that the pirates, upon sighting a man-of-war, would undoubtedly do to death their foreign victims and merge with the passengers who, in turn, would be afraid to reveal the attackers' identities. But a scheme which aimed at the active co-operation of all three branches of our fighting services might stand a chance of success, we think, if the Home Government would consent to its trial. In a colony of workmen a volunteer service of guards, as Singapore adopted after the "Anking" outrage, is out of the question, but a few soldiers on every British vessel, together with additional naval patrols and air patrols, and a tightening-up of radio communications, might show us a way in which the piracy evil could be combated.

The bugbear of any proposal for official intervention is, of course, the international aspect of any such action, but in a matter of this kind the acquiescence and even the active co-operation of the Nationalist Government should be obtainable. After all, nothing like aggression would be practised by such guards and patrols; they would be concerned with protective duties only. Moreover, the problem has got to be tackled, and tackled soon. Memories tend to grow short and impressions less vivid out here and already the "Anking" affair has drifted to the back of the public's mind, but no civilised State can calmly watch such happenings as brutal piracies while attempting to do nothing for their prevention.

World's Sixth City

Shanghai, sometimes (rather fancifully) described as the "Paris of the East" and, almost as fancifully, "The Model Settlement," has gained a new distinction. It is now the world's sixth largest city. That, at least, is the claim of the Chinese authorities of the "Greater Shanghai." These authorities, it would appear, nowadays regard the so-called "Greater Shanghai" as the most important part of Shanghai and that the International Settlement and French Concession are mere appendages. When one contrasts the jammed, higgledy-piggledy, unsanitary conglomeration that makes for "Greater Shanghai" (which is exclusively Chinese) with the attractiveness, up-to-dateness and, in some respects, the splendour of the Shanghai that has been built and is owned by foreigners, one might feel inclined to smile if, beneath the surface, one did not note what might best be termed a "grim reality." In the Chinese contention, should not a man, in his dealings with the

foreigner, have the right to regard himself as master in his own country? But much depends on circumstances. Of Hong Kong a liberal minded Chinese once truly said: "We have given the British a barren rock and they have converted it—(and largely for the benefit of the Chinese)—into a mountain of gold!" So also of the Shanghai Settlements, foreigners (and mainly the British) have converted what was little better than a quagmire, a dreary swamp on the western bank of the murky Whangpoo, into a city that stands in striking contrast to the squalor of the so-called "Greater Shanghai." However, what we have to bear in mind is that Shanghai is now the sixth largest city of the world, — thanks entirely to the initiative and other qualities of the foreigner.

For carrying 14 passengers in excess, the coxswain of the motor boat "Cheung Fat" was fined \$14 by Commander J. B. Newell, D.S.O., R.N., this morning.

On Sunday morning next, October 14, at St. Andrew's Church, Kowloon, the usual 11 o'clock service will be also a Special Parade Service for Scouts and Cubs. The preacher will be the Commissioner, the Rev. G. T. Waldegrave, M.A.

A Chinese woman, who pleaded guilty to a charge of the larceny of \$79 and a quantity of jewellery, was sentenced to two months' hard labour at the Kowloon Magistracy yesterday. Defendant's husband refused to compensate the complainant.

The case, in which the coxswain of the steam launch "Diamante" was summoned for making fast alongside the s.s. "Oregon" while underway on October 6, was adjourned till to-morrow. The defendant pleaded not guilty. In another case, in which the coxswain of the steam launch "Tagawa" was summoned for failing to observe the rule of the road, was adjourned.

Sentence of six weeks' hard labour was imposed on a Chinese, at the Kowloon Magistracy yesterday, charged with being in unlawful possession of a knife, wooden gags and a coil of wire. It was understood, however, that the informer, who had since disappeared, had played a trick on a defendant. Mr. W. Schofield pointed out to the defendant that he should not have taken the things, especially the knife.

The annual general meeting of the Royal Hong Kong Golf Club (Ladies' Section) is to be held in the Helena May Institute, on Monday, October 22, at 11 a.m. The report states that the championship, 1928, was won by Mrs. Tottenham, with Mrs. Whyte-Smith as runner-up. Other competitors resulted as follows: Railway Cup, Miss Russell; Taggart Cup, Mrs. G. Murray; Captain's Cup, Mrs. L. G. Dodwell.

Patronised by Mr. A. E. Wood and many prominent people of the educational circle, the Ko Shing Theatre had a full house when the Yeung Chung Girl College presented a celebration programme there yesterday. The decoration of the theatre and the arrangement of accommodation were ably carried out by the lady teachers and the senior students, while the younger pupils displayed some interesting and praiseworthy subjects. A day's good amusement was made up by a well-acted Chinese drama that pleased the audience very much.

CORRESPONDENCE

MRS. EDDY'S WRITINGS

(To the Editor of the "China Mail.") Sir,—With reference to Mr. Adler's letter which appeared in your issue of October 1, 1928, in which he claims that it is impossible for a Christian Science practitioner to co-operate with medical science and concludes "They are diametrically opposite and nowhere in all her writings does Mrs. Eddy teach that the two systems can be combined." I wish to suggest that Mr. Adler has overlooked several pertinent passages in Mrs. Eddy's writings which have a direct bearing upon this subject.

In Mrs. Eddy's article entitled "Christian Healing," page 14, she writes: "Great caution should be exercised in the choice of physicians. If you employ a medical practitioner, be sure he is a learned man and a skillful lawyer, trust yourself in the hands of a quack in proportion as a physician is enlightened and liberal in his equipment with Truth and his efforts to saluate ignorance and charlatanry are miserable medical aids."

In a letter to a local paper on August 22, 1928 Mr. Adler quoted a statement from Mrs. Eddy but did not complete her sentence. Mrs. Eddy on page 164 of Science Health with Key to the Scriptures quotes Sir John Forbes, M.D., F.R.S., Fellow of the Royal College of Physicians, London, as follows:

"No systematic or theoretical classification of diseases or of therapeutic agents, even yet promulgated, is true, or anything like the Truth and none can be adopted as a safe guidance in practice."

Mrs. Eddy then writes: "It is just to say that generally the cultured class of medical practitioners are grand men and women, therefore they are more scientific than are false claimants to Christian Science."

A few references to Mrs. Eddy's writings in regard to this subject are given for those who seek the Truth and enlightenment. Mrs. 80; 25 S & H 159; 30, S & H 464; 13, S & H 279.26 and S & H 444.7.

There is also a most interesting and illuminating article dealing most ably and convincingly with this question in the "Christian Science Watchman" for August by Annie C. Bill.

Yours, etc.,

FAIR PLAY.

Hong Kong, Oct. 9.

THE "BLACK BIRDS"

PLEASING MINSTRELS AT STAR THEATRE

CROONING DARKIES

Judging from the size of the crowd at the Star Theatre last night it will be a long while before Kowloon folks will want to sing "Bye-bye Blackbirds." Wilbur's collection of darkies, at the opening performance yesterday, pleased everybody. These presented a light, clean show, with plenty of singing and dancing, and there was not a dull moment. It is distinctly a He-man performance, for the four ladies given on the programme do very little and that not over well. However, the numbers are put on in rapid succession and the men work wonderfully hard. Mr. Buddy La Roach last night soon established himself as favourite, doing many solo numbers as well as acting as a superb corner-boy, and Mr. Frank Rogers, described as "America's premier Negro ventriloquist," gave an excellent exhibition of that difficult art. At the piano Mr. Frank Shiver indulged in some eccentric playing which was very well received, his imitation of a great pianist "rocking the house," and the Misses Gladys Jackson and Lottie Brown, and Messrs. Clifford Danson and Paddy Brown combined in a dawning turn showing variations of the "Black Bottom," "Varsity Drag," etc. Others who helped a sterling programme along were Messrs. Frank and Claude Burns, Morgan Prince and Norman Stewart. The coloured-boy crooning in both parts of the programme was pleasing, and altogether the Black Birds put up a show well worth seeing and listening to.

ST. ANDREW'S Y.M.C.

As the Bathing Plenics organised by the above Club throughout the Summer have now come to an end, the Club has arranged to institute a series of Rambles on Saturday afternoons throughout the cooler season of the year. The first of these will take place on Saturday next, October 13, when the members will meet at the Kowloon Ferry at 2.30 p.m., proceeding by bus to Kowloon City, and walk from there to Shatin Station via Shatin Pass, a halt being made en route for tea. It is anticipated that these walks will be almost as popular as the bathing plenics have been during the summer.

The man who fell from an express train near Pangbourne, Reading, has been identified as Mr. William J. Woodcraft, aged 36, single, of Banbury, who had been lodging at Dildot, where he was employed in a Government stores depot.

The programme included songs, an address by Mrs. Tso Shi-fong and a pageant presenting the history of the years of the Republic. This was conducted by Miss Shin Tack-ling. During the day the Y.M.C.A. conducted a bicycle excursion around the New Territories, thirty riders setting out for the 60 miles ride. In the evening the members' dinner was held in the gymnasium with its special programme, and this was followed by an entertainment in the hall.

DOUBLE FESTIVAL

NATIONAL DAY & CONFUCIUS ANNIVERSARY

SIGNIFICANCE OF A BARREL!

While celebrations during the day yesterday were more for the 17th anniversary of the foundation of the Republic of China, the festive spirit in the evening had much to do with the birthday of Confucius. Decorations at the three leading Chinese department stores (Messrs. Sincere's, the Sun Co. and Wing On's), which attracted large crowds, were typical of the feeling in Hong Kong. One window was dressed up with a barrel, the pun on the Chinese character for which means "unification"—obviously a tableau depicting the new era ushered in by combination of North and South. Another window display was that of the birth of Confucius, the great sage.

Nearly all the Chinese theatres put on new plays last night, either woven about the life of Confucius, or connected in other ways.

Native bankers met at dinner at the South China restaurant last night, although they were "officially open for business" during the day. The consensus of opinion is that, for convenience of business at any rate, it would be better to make October 10 a legal holiday in Hong Kong instead of the second Monday in October as laid down by Ordinance.

Reference to Communism

Reference to the teachings of Confucius being endangered by the invasion of Communism with its pernicious doctrines, was made by Mr. Li Yik-mui who led in yesterday's observances at the Taiping theatre, held by the Confucian Association of Hong Kong.

Mr. A. E. Wood, Director of Education, was present at the Young Chung Girls' School's "double ten" celebration in the Kowloon Theatre.

At the University, a concert was given in the Great Hall by the Union, Mr. Peter Pau (President) spoke on "Double Tenth" and Mr. W. W. Hornell, C.I.E. (Vice-Chancellor) on the teachings of Confucius. Those taking part were: the Varsity Orchestra (Messrs. Chan Fung-kee, N. Botelho, Woo Chok-hung, Harold Leung, Lau Min-hin), Miss A. Remedios, Miss Y. Lo, Mr. Wong Kwan-ming, Mr. G. S. Scully.

Twelve schools were represented in the students' celebration at the Chinese Y.M.C.A. in Bridges-street. The playground adjoining the boys' building was prepared with two flag poles and suitable decorations. Mr. K. L. Chau, M.A. (President) took the platform with the Hon. Sir Shou-shun Chow and the Rev. Cheung Man-cheu. After prayer and music by the band, the two flags were raised together and cheered.

Sir Shou-shun Chow gave an address, as follows:—

"The seventeenth anniversary of the Chinese Republic is the happiest one we have celebrated because during the sixteen years previous there have been many difficulties and struggles. In order to acquire the happiness of peace and prosperity we have to make sacrifices. At present the North and the South have been united and we are getting rid of our misunderstandings. Now with a true spirit of patriotism we can devote our energies to righteousness and justice. With such a foundation and such efforts we can expect peace and prosperity in the country."

Pillars of the Nation

"We must also depend upon talent. We require well educated people to run the country. We must choose this talent from among the youth of to-day. Our youth are the pillars of the nation. You have such qualifications and opportunities, therefore you must study hard and learn self-control. When your education is completed you can help the country and elevate society."

"Although I am old, I have ambition still, and I expect the young men of to-day to utilise their education and knowledge to help the country to be prosperous and powerful. In the years to come this celebration will be an endless occasion, with increasing significance year after year. We must give three cheers for the Chinese Republic and thank the Y.M.C.A. for arranging this celebration."

There followed rousing cheers for the Republic, the flag, and the speaker. Then the field was cleared to make room for the 100,000 firecrackers that had been donated for the occasion.

22 Girls' Schools. The Chinese Young Women's Christian Association held a celebration for the girl students of the Colony. The hall was filled to capacity when the official representatives of twenty-two girls' schools marched in. The programme included songs, an address by Mrs. Tso Shi-fong and a pageant presenting the history of the years of the Republic. This was conducted by Miss Shin Tack-ling. During the day the Y.M.C.A. conducted a bicycle excursion around the New Territories, thirty riders setting out for the 60 miles ride. In the evening the members' dinner was held in the gymnasium with its special programme, and this was followed by an entertainment in the hall.

NEW GRAMOPHONE

COLUMBIA-KOLSTER ELECTRIC
PHONOGRAPH

SOUND AMPLIFICATION

In the private dining room of the Hong Kong Hotel, yesterday afternoon, an opportunity to examine and listen to the newest development in the reproduction of recorded music was afforded to the local Press and a few other interested people by the Anderson Music Co., who exhibited the Columbia-Kolster electric reproducing phonograph. The instrument is a combination of Columbia achievements in recording and the finest and latest development in sound amplification, the Kolster power cone speaker.

The device is a handsome piece of furniture of convenient size, being in fact no larger than the ordinary console type of gramophone. There are no batteries, and the apparatus gets its power entirely from the house current. It requires no winding. The motor is electrically operated and automatically stopped.

The sound is taken from the record by an ordinary phonograph needle set in an electric pick up which takes the place of the sound box or reproducer of the ordinary gramophone. This sound is carried to an electric amplifier or loud speaker in the form of a fluctuating electric current. This current actuates an electric dynamic power unit in combination with a cone, which translates the electric vibrations into acoustic waves or air vibrations.

"Electric Pick-Up"
The Columbia-Kolster electric pick-up has been carefully designed to cover, without distortion, the widest possible range of pitch. The range of sound in ordinary phonographs of the most modern type is from 4,200 frequencies down to 250 and is characterized by peaks or blunts at various points in this range. The ordinary electric pick-up has a range from 4,600 down to 150. The Columbia-Kolster pick-up covers a range from 5,400 down to 100, so that the reproduction is amazingly true to life.

The apparatus for translating the electrical vibrations into sound operates on the same principle as the loudspeaker of a radio receiving set. In fact, the Columbia-Kolster may also be used as a loud speaker in conjunction with radio receiving sets, and fittings for the necessary connections form a part of the regular equipment.

This electric gramophone plays any standard record. Elusive tonal shades actually in the records but impossible of reproduction on the ordinary phonograph, are brought out in all their beauty. The volume of sound can be increased or decreased at will, while changes in volume have absolutely no effect upon the quality of the reproduction. The definition and balance of the original is retained in its entirety.

The Anderson Music Company also made an interesting demonstration of the difference between acoustic and electric recording results, by playing the same selection, sung by the same artist, with the same accompaniment recorded in the old way and also in the new way, electrically. One hardly realizes the vast improvement that has been effected in this particular until he has heard the two types compared in this manner.

Sound Reproduction

The electrical process of recording used in Columbia records is offered to the public by the Columbia Phonograph Company through arrangement with the Western Electric Company. This process has brought to lovers of music an entirely new outlook in sound reproduction. It is the process now used by all the leading record producers.

The special feature of Columbia records is their form of construction, which ensures the superiority of surface, which characterizes these records and is so clearly apparent to the ear of the listener. Columbia records are made by the laminated process, which is protected by patents owned by the Columbia Phonograph Company.

The ordinary gramophone record is made of solid stock, that is, the interior is composed of exactly the same material as the surface. This material consists principally of shellac, mixed with other substances to reduce the cost and with fibrous materials which act as a binder. It is the presence of these fibrous constituents that imparts the constant hissing noticed in solid stock records.

In making records by the Columbia laminated process, however, it is possible to concentrate on the playing surface the shellac and other costly material essential to the playing qualities of the record, and to do away with fibrous material on that surface. The core of a Columbia record is made of a material containing shellac and fibrous binders, and is of great strength. On either side of this core is pressed a sheet of specially prepared paper, which has been coated with a gum. Before this gum is dry, a thinner deposit of shellac of the highest quality on the gum-

BOAT TRAGEDY

BOATWOMAN'S BODY FOUND
IN BREAKWATER

A MYSTERY

On Tuesday the "China Mail" reported the disappearance of a boatwoman named Wong Chin-mui (63) in the Yaumati breakwater, under circumstances which lead to a suspicion of foul play.

The body of the unfortunate woman was recovered yesterday morning, from the water inside the Yaumati typhoon shelter. It is understood that no marks of violence were found.

It may be remembered that the dead woman's sampan, No. B-18971, was engaged at 6 p.m. on Monday by two Chinese men who boarded her near the Sanitary Board wharf at Yaumati. The woman, Wong Chin-mui, who was alone in the boat, rowed the men down the central fairway of the breakwater, and that was the last time she was seen alive by her daughter, Chan Sze, mistress of another sampan, who reported her mother's disappearance to the Water Police at 2.30 a.m. on Tuesday.

According to Chan Sze, when her mother did not return at 8 p.m., she became anxious and reported to her step-father, who went out in a small boat to look for his wife. At about 9.30 p.m., he discovered her sampan made fast to the northern entrance of the breakwater but the woman was not on board. A closer search of the boat resulted in the finding of bloodstains on the deck boards of the craft, and the discovery that a box containing jewellery and clothing worth about \$82 was missing. The police are proceeding with their inquiries regarding the two men who engaged the woman's sampan on the evening of her death.

PIRACY PREVENTION

WHAT THE DUTCH
DO

The following extract from the Straits "Times" on piracy prevention is interesting:

The invitation to European members of the Singapore Volunteer Corps to offer themselves for service in guards on vessels plying between here and Hong Kong has caused quite a flutter in volunteer circles. There are plenty of young men who would be only too glad to leave the tedious round of office work for a fortnight and emulate the Royal Marines, whose duties, according to an inspired recruiting sergeant of immortal memory, consist of a little light soldiering combined with yachting. ("I suppose," a Marine commented bitterly, while engaged in coaling ship, "that this is the yachting.") In the case of the Singapore Volunteers who offer for this guard duty it will be a matter of soldiering, yachting, and the chance of a brush with pirates—surely enough to convince any "criffin" that the romance of the East is not dead. The difficulty, of course, is that employers are not likely to give their assistants leave for the purpose of helping the shipping companies to look after their passengers and cargo. The invitation is addressed particularly to those who happen to be due for a fortnight's reprieve from work, and to such men who happen to be Volunteers this chance of obtaining a cheap and pleasant holiday should appeal. In the ordinary course the provision of armed guards for ships is a matter for the regular garrison, and it is the most effective means of guarding against pirates yet evolved. Our Dutch friends have employed it regularly for years, and it is significant that piracy never occurs on a Dutch ship.

I. IGLESIAS

SPANISH DRAMATIST'S DEATH
ANNOUNCED

Madrid, Yesterday.

The death is announced of the well-known Spanish dramatist, Ignacio Iglesias.—Reuter.

Tokyo, Yesterday.—There is considerable anxiety over the fate of a number of fishing boats, the crews of over two hundred of which are missing off the China coast since the typhoon night, October 8. Aeroplanes have been requested to assist in the search for the missing craft.—Reuter.

med surface of the paper. Thus the fibrous material essential to strength is prevented from working to the surface and causing the surface noise noticeable in solid stock records. It is this laminated construction which accounts for the remarkable durability and amazing reproducing qualities of Columbia records. Not only is their surface smooth and scratchless, but the hardness of the high quality shellac in the surface layers gives them much longer playing life than ordinary gramophone records.

MR. CHURCHILL

(Continued from Page 1.)

As it was to be merely a holiday occupation, he could have no hope of building the house entirely with his own hands; so he called in a small builder who came along with his three sons.

The small builder—he is Mr. Benjamin Barnes, who lives near Edenbridge, a few miles from Chartwell Manor—was placed in full charge, and the Chancellor of the Exchequer began his career in the building trade under his instruction.

Before, however, he could get to work with trowel and mortar, Mr. Churchill had to spend laborious days as a labourer, for a high bank had to be levelled, and the foundations of the house could be made. He did not shirk the job. "It was muscle-stretching work," Mr. Barnes stated, "but Mr. Churchill sweated with the rest of us, doing his full share in helping to dig and remove the barrow-loads of earth. He took his coat off to it, too!"

A Brick A Minute
Mr. Barnes was astonished at the rapidity with which Mr. Churchill "picked up" the art—or, rather, exact science—of bricklaying. "Why," he was no time getting the hang of the job," he asserted. "He surprised me. Before long he was laying bricks at the rate of one a minute—and that's pretty good for someone just starting in the trade, so to speak."

"He doesn't mind taking instructions from me one bit—he's one of us, as you might say, while he's on the job. I say to him: 'That's your job to-day, sir,' and he says 'Right, Ben,' and he gets on with it. There's no slacking with Mr. Churchill; he's working hard all the time he's with us."

Mr. Benjamin Barnes jun.—the eldest of Mr. Barnes's three sons—noddled agreement. "That's so," he said. "I'm the other bricklayer, and I work side by side with Mr. Churchill. He's fine to work with, too—takes a joke and gives one like any other workmate."

Percy, the second son, who is Mr. Churchill's labourer and fetches and carries the bricks and mortar for him, said, "No one could have a better man to work with"; and Fred, the third son, declared, "He's jolly nice to all of us; he calls us all by our Christian names. One day a lot of rubble and stones fell from the scaffolding on him, but he wasn't very angry."

Mr. Churchill, generally starts work at 10 a.m. At 1 p.m. he walks back to the manor for luncheon. At 2 p.m. sharp he is back at his job and he then goes right on till 5.30 or 6 p.m.

Gloves
His working clothes are an old blue suit—now much begrimed with brick-dust and mortar. He wears an old soft felt hat—and gloves. Having worn out two pairs of light gloves, he has obtained a stout leather pair. "If I keep on wearing out my gloves at this work I shall wear the bloom off my profit," he jokingly observed the other day.

He smokes cigars while at work—but he is so deeply engrossed in his job that they often go out. Then he impatiently throws them away. Sometimes he has received calls to rush up to London while he is at work. "At those times he has not troubled to change his working clothes, but has thrown on a raincoat and gone off quite unconcernedly."

Mrs. Churchill occasionally comes to see how her husband is "getting on with the house." She laid the foundation stone.

The whole countryside is wondering why the house—an eight-roomed, very substantial house it will be—is being built. "Who will live in it?" everyone is asking. When someone put the question to him the other day the Chancellor of the Exchequer smiled whimsically. "Well," he answered, "I myself may live in it one day. One never knows when one may come down in the world."

PRINCE'S WILLS

SINGER'S DEATH WHEN
TOLD OF SUCCESS

Vienna, Dr. George Schutte-Harmssen, a singer of the Imperial Russian Opera and a refugee from Russia, has died in a Vienna hospital at the age of 70.

He had contested the will of the late Prince George Styrbov of Roumania, who died in 1925. The latter's father ruled over Wallachia till the Treaty of Paris in 1856.

The professor alleged that the prince was his father. The prince had bequeathed his fortune to his two adopted daughters, Mlle. Fould, a painter, and the Marquise de Grasse.

Assurances by his lawyer that he was likely to succeed in his action so excited the professor that he had a fit and died.

The Latvian military authorities executed a spy named Cornelius Kornelovitch, condemned to hanging for organizing a Bolshevik espionage group in Latvia.

"SEPOY'S" GUN

STORY OF A HARBOUR
RAID

CHINESE SENTENCED

An interesting case was heard at the Kowloon Magistracy this morning in connection with the mysterious disappearance of the machine-gun from H.M.S. "Sepoy," of the 8th Destroyer Flotilla, when the vessel was in Hong Kong harbour in May last. Lam Cheung-tan (25), boatman, was charged on remand with the theft of a number of coils of ropes and a ship's compass from five British vessels, and also had an additional charge imposed this morning, that of the theft of a Maxim machine gun, the property of the Admiralty, from on board H.M.S. "Sepoy," on May 25.

In reply to all the charges, defendant said that he had not stolen the goods but had rowed the sampan from the vessels in question to the praya wall.

Magistrate's Query
Apart from the defendant admitting taking part in the removal of the goods from the vessels, Sub-Inspector Dorling, of the Water Police said that he had no other evidence against him.

Mr. W. Schofield, magistrate, inquired if the prosecution could tell what time the naval theft took place. Sub-Inspector Dorling replying they could not do so to the extent of three or four hours.

When defendant was arrested, he took the police to the Tak On shop, marine store dealers, at No. 35 Tung Man-street, where in the course of a search three bags of rope were found and also a ship's compass, which was identified as the stolen property.

The defendant had no previous convictions against him, and Sub-Inspector Dorling said that he would like to mention the fact that defendant, after his arrest, had assisted the police to the best of his ability, and had given every assistance. He had taken the police to the marine store dealer where most of the stuff had been recovered.

Case Against Dealer
In view of this fact, the magistrate decided to sentence defendant to two weeks' hard labour on each of the four charges of theft of rope, with an additional two months for the machine gun, which has since been recovered. The sentences were to run concurrently.

On the application of Sub-Inspector Dorling defendant was ordered to be under police supervision for two years, after the expiration of the sentences.

Also arrested in connection with the disappearance of the gun and rope and compass, is a Chinese marine store dealer, of 35 Tung Man-street, who was charged with receiving stolen property and with not entering particulars of the transactions in his books.

Mr. L. R. Andrews appeared for the defence.

Found Under Bed
Sub-Inspector Dorling in his evidence said that at 2.15 p.m. on the 6th of this month, a party of police entered the Tak On shop, No. 35 Tung Man-st., and on the top floor in the rear cubicle under the bed, found the compass. In the ground floor of the shop were found three coils of rope which were stacked up on a shelf.

Capt. Donald Skinner, Assistant Marine Superintendent, of Messrs. Jardine, Matheson & Co., identified the ropes by the blue strand through the middle.

Case adjourned.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN THE "MAIL"

To-day—Queen's Theatre; "London."
To-day—Star Theatre; "Love's Greatest Mistake."
To-day—World Theatre; "Bardeby's Magnificent."
To-day—Star Theatre; "The Wilbur Black Birds," 9.30 p.m.
Land Sales

October 15—At P. W. D. Offices, Crown lands at Mongkok Tsui, Kowloon, 3 p.m.
Lammer's Auction

October 12—At Sales Room, Duddell Street, valuable collection of stamps, 5 p.m.

Meetings
October 12—Annual meeting of the Hong Kong & Canton Ice Manufacturing Co., Ltd., 11.30 a.m.

October 12—Annual general meeting of the Hong Kong Cricket Club, at the Pavilion, 5.30 p.m.

October 16—Annual meeting of Fanling Hunt, Messrs. Jardine, Matheson's board room, 5.30 p.m.

October 22—Annual meeting of the Ladies (Golf) Section at Helena May Institute, 1 a.m.

Sports
To-day—Billiards match: European Y.M.C.A. v. Chinese Y.M.C.A., 9 p.m.

October 18—Annual Athletic sports of the H.K.V.D.C. on Kowloon Cricket ground, starting 2.30 p.m.

October 19—Whist Drive (European Y.M.C.A.), 9 p.m.

October 31—Tenth bi-annual race for ships' lifeboats (Royal H.K.Y.C., Trevels Trophy), 4 p.m.

Miscellaneous
October 15—Mr. D. Trafford's lecture on "Wireless" at St. Peter's Church Young Men's Club, 8.15 p.m.

October 25—First Debate of the Season (European Y.M.C.A.) 9 p.m.

STAR

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FOR A SHORT SEASON
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TO
WEST POINT.

The Hongkong Hotel Garage beg to announce that the above service will commence on Monday, 15th October. The route will be as follows:—

Causeway Bay, Caroline Road, Morrison Hill Road, Morrison Gap Road, Queen's Road East, Queen's Road Central and Queen's Road West to Hill Street, West Point.

The schedule will be a five-minute service starting at 7.00 a.m. and finishing at 11 midnight.

FARE:—10 cents
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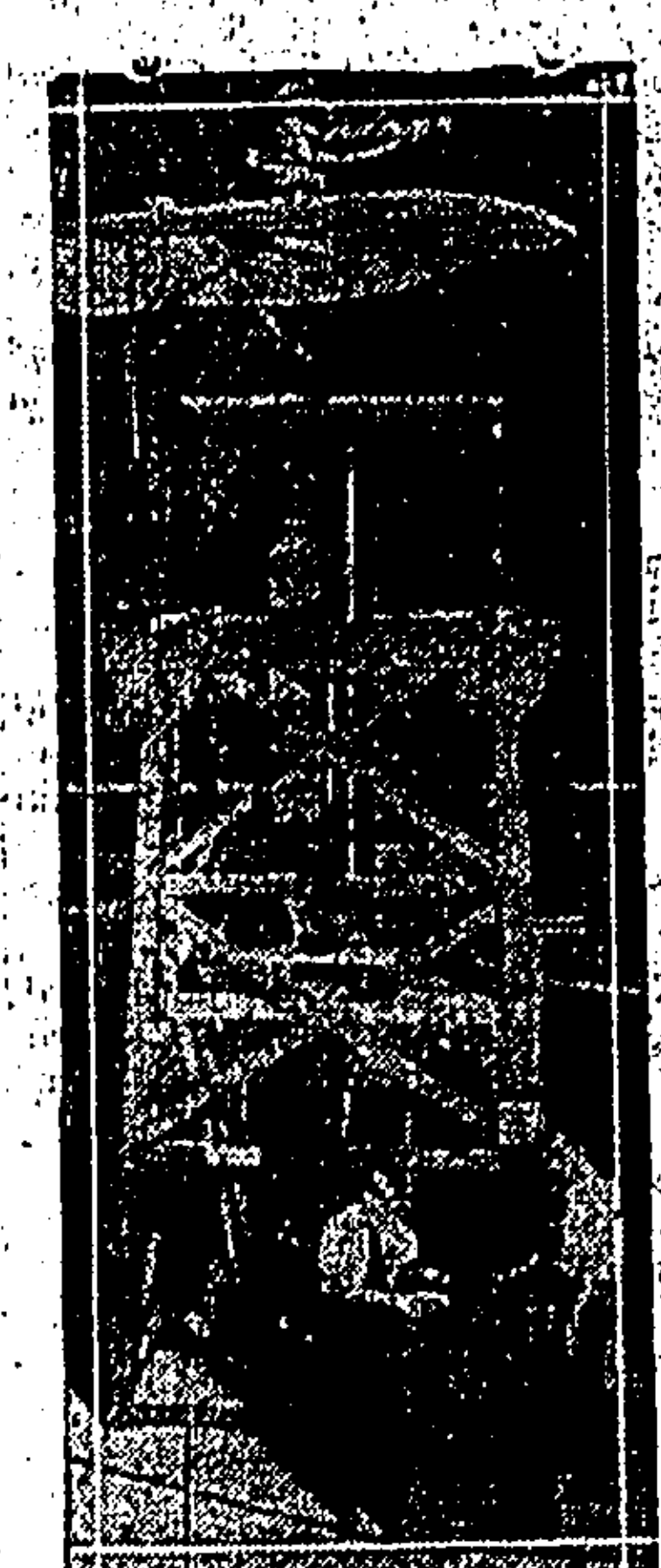
FATAL ADVENTURE WHAT'S IN A NAME?

FIGHT WITH FISH: BOAT CAPSIZED BY TOPE

OCCUPANTS DROWNED

Colchester.—Two London business men recently lost their lives while fishing in the River Blackwater, their boat being capsized by a monster tope, a member of the shark family, which they hooked and landed into their small craft after a violent struggle.

The two men, Mr. Frank Whendon, a buyer, 49, of Chickadee Avenue, Streatham Hill, and Mr. Edwin Lambert, 59, a provision merchant, of Abbeville Road, Clapham, were members of a party of five friends who set out from Bradwell



The world's largest X-ray, a gigantic tube operating under the impulse of 1,000,000 volts of electricity was exhibited by scientists at the California Institute of Technology, where it was developed by Prof. R. D. Bennett and C. C. Lauritsen. The ray is so powerful that it will penetrate two inches of lead whereas the most powerful ray developed before this one would penetrate only a quarter of an inch.

on-Sea in a 10-ton yacht. They were fishing from the dinghy, which was being towed at some distance behind the yacht.

After hooking one fish and losing a set of tackle, one of them hooked a monster tope, and as it got to close quarters it began to plunge violently. In its struggles the fish landed aboard the dinghy, knocking one of the occupants overboard and capsizing the boat.

The men's friends on the yacht threw a number of life-lines, but their efforts were unavailing. Mr. E. Digby, who runs a motor-boat service between West Mersea and Bradwell, and who was passing, cruised round the spot where the boat had capsized, and with the assistance of his passengers, two ladies and a child, picked up the bodies of both Mr. Whendon and Mr. Lambert.

Mr. Lambert was a keen angler, and secretary to the Dreadnought Sea Angling Society. Last year he won the silver medal of the Sea Angling Federation. Mr. Whendon leaves a widow and three children.

Miss Ruby Major, of Cardiff, was taken suddenly ill after her arrival at Jersey to take part in the women's diving championship of England, and was in a critical condition.

Fraulein Wynnel, who was in the water six hours, and the Dutchman, Alexander Baker, who was in the water about four hours, failed in their attempts to swim to the channel.

CHIANG KAI-SHEK'S POSITION AS "PRESIDENT"

COMPLEXITIES OF POWERS.

Shanghai, To-day.

Marshal Chiang Kai-shek's title of President of the Nationalist Government arises from the fact that his duties as President of the State Council, while concurrently being the Commander in Chief of the Army and Navy, representative of the Nationalist Government receiving foreign diplomats and officiating at and participating in state functions, approximate to the duties of president in other countries. Nevertheless the Kuomintang represents the country's supreme authority, working through its Central Executive Committee which dominates the State Council.

Subordinate to the Party

Chinese officials explain that the establishment of the new Government has resulted in complexities concerning the powers of various officials. They emphasize that although Chiang Kai-shek is President, he is subordinate to the Party, in regard to which it may be pointed out that Chiang Kai-shek, in taking oath yesterday, pledged the loyalty and obedience of himself and his colleagues in the State Council to Sun Yat-sen's teachings and the instruction of the Party.—Reuter.

ITALY'S PRESS

MUSSOLINI SUBMITS HIS VIEWS TO THE "DAILIES"

Rome, Yesterday.

Signor Mussolini has submitted to 70 directors of Fascist dailies his views regarding the Press and what it must avoid and what is harmful to the regime to do all that is useful thereto.

He argued that the Italian Press was the freest in the world: because it was not under the orders of any plutocratic party or individual groups. Although he declared the Italian Press was not a kingdom of dull uniformity, he likened it to an orchestra playing the same note but that note was not dictated by the Government. It was struck by Fascist journalism of its own accord. Apart from purely political questions and other questions of fundamental importance to the revolution, the right of criticism was freely conceded.

LENIENCY APPEAL

LORD LASCELLES AND THE "MISGUIDED"

London, Yesterday.

Lord Lascelles has appealed to the Government of the Irish Free State for leniency towards the men who are accused of having been implicated in the fire which damaged part of Portunna Castle, just before he and Princess Mary arrived for a short stay. Lord Lascelles has expressed the hope that some way might be found by which no vindictive action would be taken against the misguided men, who might have considered that the visit of himself and the Princess had any political significance.—British Wireless Service.

Moscow, Yesterday.—The Soviet has decided to issue a State loan for 400,000,000 roubles at 8 per cent. for reserve capital and investment in economic enterprises.—Reuter.

Leslie Bullen, aged 9, of Florence Road, Kingston, Surrey, was rescued from drowning in the Thames near Kingston, Bridge by Mr. John Hatcher, of Fairfax Road, Teddington.

Mrs. G. T. Crisp, of Ewell, near Epsom, Surrey, was rescued from drowning by her 14-years-old son when she got out of her depth at Highcliffe, Hampshire.

"NOTE" PUBLICITY

RELEVANT DOCUMENTS TO BE PRINTED

F. O. DECISION

A British Wireless message to hand states:—

The Foreign Office state that the reply of the Italian Government to the Anglo-French proposals for the limitation of naval armaments having reached London, the observations of all the powers, to whom the proposals were communicated have now been received. There is, therefore, no longer any reason why relevant documents should not be made public. They are accordingly being collected for that purpose and will be published as soon as



Carlos Castro Balda, above, friend of the assassin of General Obregon, has surrendered himself to the public prosecutor of Mexico City. He is alleged to have confessed that he is one of the conspirators who made a dynamite attempt on the Congress building two months ago. He is being held in jail pending further investigation.

they can be printed, and the consent, where required, of the other governments concerned has been obtained.

U.S. ELECTIONEERING

WELL-KNOWN WOMEN TO SPEAK

MISS HELEN WILLS

New York.—The Republicans and the Democrats have both decided to engage various known women to speak on their behalf in the coming fight for the Presidency.

The services of Miss Helen Wills, the lawn tennis champion, and Miss Marion Talley, the young Prima Donna, have been retained by the Republicans, while the Democrats announce that Miss Rosamund Finchot (Mrs. William Gaston) "starred" as the nun in "The Miracle," is preparing speeches on their behalf.—"Central News."

"AUSSIE'S" ARMY

INSUFFICIENTLY TRAINED & SHORT OF OFFICERS

Melbourne.—Expenditure on the Australian military forces has reached the bedrock of bare maintenance, says Lieut-General Sir Henry Chauvel, the Inspector-General, in his annual report.

The shortage of commissioned and non-commissioned officers has become serious, he declares; the training is inadequate, modern methods of mechanisation have been neglected, and the troops are short of supplies.

As the value of money has depreciated by 60 per cent. since the war the effective annual Army vote is about £1,000,000, compared with £2,277,000 before the war.

Commenting on the Anti-War Pact, Sir Henry Chauvel insists that "there is no guarantee whatever of any prolonged peace."

TINNED SALMON

The eating of tinned salmon three hours after the tin was opened was suggested at an inquest at Leeds as having been responsible for the death of Mr. Edward Naylor, aged 23, a fruit salesman. No other members of the family suffered from eating the salmon. In the case the fish was eaten soon after the tin was opened.

Medical evidence was given of the discovery of bacilli known to cause food poisoning, and it was declared that these might have been introduced into the man's system if the tin had remained open a long time on a hot day before the contents were eaten.

The doctor said that tinned salmon, unless it is kept in a cool place, is liable to become infected with the bacteria.

BE RID OF PRICKLY HEAT AND HONG KONG FOOT

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HYGIENIC AND FOOT POWDERS.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS AND ALL THE NEWS

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The current number of the "Overland China Mail," the only illustrated weekly summary of Hong Kong and China news, constitutes a bumper issue.

A glance at the variety of topics "covered" will bear out the statement that there is an abundance of reading material for friends in other parts of the world. Such include articles about the Grand Tattoo, the Unofficials' criticisms and the Government's reply on the 1929 Budget, the statement on the Colony's water supply authorised by the Secretary of State, the opening of the Treasury \$260,000 Fraud prosecution at the Magistracy, the inaugural of the new National Government of China concurrently with "Double Ten" and Confucius Anniversary celebrations in Hong Kong and in China's big cities, also special contributions from up-country centres relating to dangers undergone by foreigners, revelation of pirates' secrets, etc.

The articles referred to are not the only attractive feature of the "Overland." Contents have been judiciously assembled to make it the link between Hong Kong and residents away on leave or business. There is also much that is informative for former residents. With its illustrations and newsprint, the "Overland" makes a pleasing gift to friends at Home who wish to know what is going on out here. Keep them informed without having to write long letters. You can do so by placing an order for the "Overland" to be sent to any address for any stated period.

READY TO-MORROW

Mail via Suez closes at 10.30 a.m. on Saturday.

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NEW SEASON GINGER

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Sport Columns

GOLF

INTER-CLUB TOURNEY AT SHANGHAI

LOCALS SUCCESS

Shanghai, Yesterday.
In the inter-club golf competition Marton and Fergusson (Hong Kong) beat Budd and Blinks 5 and 4.
Malcolm and Pilcher (Shanghai) beat Dodwell and Lisseman 7 and 6.
Cumming and Denison beat Stark and Redmond 3 and 1.—Reuter.

TAKES 3½ HOURS TO COMPLETE MATCH

ONE HOLE—29 MINUTES

Glasgow.
The Eden open amateur golf tournament played at St. Andrews, the home of the Royal and Ancient Club, has this year attracted a record entry of 280 players, representing 135 clubs in Scotland, England, Ireland, and the United States. The comic touch in the qualifying rounds was provided by the Glasgow and Edinburgh partnership of Messrs. Carr Brown and Erl Watson, Sandhills.

In the recent Scottish amateur championship at Muirfield, Watson acquired a certain amount of notoriety as a result of his very deliberate and dilatory style, which led to one of his matches taking 3h. 40m. to complete, but in this "slow motion" business, he found a sedulous rival in the qualifying rounds in the Portobello amateur, who arrived at the first tee armed with a deck chair and a couple of caddies! After he had teed up Watson amused himself by strolling up the fairway for some 200 yards examining the bunkers on either side as he went. The gallery viewed his ambulations with amazement. When both players had "holed out at the first green for a 4, the process had occupied exactly 29 minutes.

As the game went on, and Watson proceeded to address the ball leisurely at the tee, on the fairway, and on the greens, Brown made himself comfortable in his deck chair; 55 minutes had elapsed when the fifth green was reached. By this time the referee had packed up, and the gallery, obviously weary of this display of frivolity on Watson's part, had faded away to a mere handful of spectators. The rain had made the canvas of Brown's deck chair so uncomfortable that he was obliged at this point to discard it.

The round was at length completed by the dilatory pair in 3½ hours, this entirely upsetting the tournament time-table. Watson finished with a card of 82 and Brown with one of 77.—"Christian Science Monitor."

SOCCER

H.K.F.C. VERSUS THE POLICE

The following players have been selected to represent the H.K. Football Club versus Police on the Club ground. Kick off at 4.45 p.m. on Saturday.—Logan, Holt, Bishop, Gellatly, Stewart, McBride, Alexander, Reid, Peers, Watson and Trambitzky.
Reserve:—Fogwill.

HOME SOCCER

London, Yesterday.
In a Scottish League match Ardronians drew with Queen's Park 2-2.—Reuter.

PING PONG

EASY VICTORY FOR NEW CHAMPION

SINGLES TOURNEY

Playing in the final of the Colony's singles tourney at the Chinese Catholic Society's premises on Tuesday, Kwan Man-ching defeated Ng Tai-ping, last year's champion, in two straight sets, 3-2, 3-1.

From the very start Kwan Man-ching had the match well in hand, sending home many brilliant smashes with the ex-champion out



Miss Ivy Hawkes, twenty-one-year-old Brighton girl, who swam the English Channel from a point on the French mainland to St. Margaret's Bay, near Dover.

of position. Ng, in his best form, at times tried to force the game but found most of his drives returned and had to be contented with playing on the defensive. Kwan however exhibited an all round superior display and was greatly applauded throughout.

The "Kom Tong" Challenge Cup thus goes to Kwan Man-ching, who is also champion of the South China Athletic Association this year and played for his home team in the recent League.

THE NEW GAME

"BAGGER" IS RUGGER IN A BAG

IDEA FOR TWICKENHAM!

An intelligent foreigner, a com-patriot of that highly original humorist M. Karel Capek, who has been studying English life at a seaside resort on our South Coast, tells me he is particularly struck by the intense interest of our holiday-makers in all sorts of games. "It used to be said of Englishmen," he observed, "that when they have a little leisure they would say: 'Let's go out and kill something.' But nowadays they say: 'Let's go out and hit a ball.'"

"Your summer beaches are veritable museums of ball-games; never in all my life did I see such a wonderful variety. On the Continental beaches, on the contrary, people are content to sit about and talk and take in the sea air. I myself prefer the holiday that is an orgy of idleness, a real rest-cure. None the less, I admire the furious energy of the English in their holiday season—it enables me to understand why they have painted half the globe red!"

The First Google.
Certainly, it is surprising to note how many games are seen in full blast on the South Coast sands when the tide is out. Little cricket played with a soft ball is ubiquitous, and an Old Blue, who was teaching his six-year-old boy the doctrine of the straight bat and free follow-through (you can't begin too early!), reminded me that little cricket has been the nursery of great masters.

"C. B. Fry's scientific batsmanship," he said, "was worked out with a soft ball on the sands, at any rate the foundations of it, and it was the practice of 'tasty-tasty' with a tennis ball which first revealed to B. J. T. Bosanquet the mystery of the googlie which is still called the 'Bosie ball' in Australia."

The dictum of George Hirst as to the efficacy of "length, length, length" in bowling is enforced in these games of cricket on the sands with a soft ball and a spicelike bat, for a bad length ball will never get out anybody with a quick eye. Clock golf, croquet, tennis, rounders and net balls are other favourite diversions on the South Coast beaches.

Older Than Cricket.
These miniature games have been devised for the sea-smoothed playing fields, and are likely to win a still wider vogue. Stool ball, the ahistorical cricket, is a revival, and it has caught on wonderfully well in Sussex, where every other village has its team of experts and league competitions have actually been established.

As a perfect pitch is not required,



Dr. Clarence (Bud) Houser of the Los Angeles A. C., who set a new Olympic record with a heave of 165 feet 2½ inches in the international games at Amsterdam.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 2/- ¼
Bank, on demand 2/- 5/16
Bank, 30 days sight
Bank, 4 months' sight 2/- ½
Credits, 4 months' sight 2/1 ¼
Documentary 4 months' sight 2/1 ¼

On Paris—
On demand 1257½
Credits, 4 months' sight 1382½

On Berlin—
On demand
On New York—
On demand 49½
Credits, 60 days' sight 50½

On Bombay—
Wire 134½
On demand 134½

On Calcutta—
Wire 134½
On demand 134½

On Singapore—
On demand 86½

On Manila—
On demand 98½

On Shanghai—
On demand 77½
Wire (per tael)
Sovereigns (Bank's buying rate) 9.55
Silver (per oz.) 26 15/16

Bar Silver in Hong Kong—
Chinese Copper Cash num. 3¼ Prem.
Chinese Copper Cents 6½ prem.
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 29% dis.
Hong Kong Sub. Coin par.

LONDON EXCHANGES.

London, Yesterday.
Paris 124.20
New York 4.85 3/16
Brussels 34.90
Geneva 24.21
Amsterdam 12.10
Milan 92.60
Berlin 20.39
Stockholm 18.13
Copenhagen 18.19
Oslo 18.19
Vienna 34.475
Prague 163½
Helsingfors 192½
Madrid 29.955
Lisbon 107½
Athens 375
Bucharest 802½
Rio 5 29/32
Buenos Aires 47 11/32
Bombay 1/6
Shanghai Holiday
Hong Kong 2/0 ¼
Yokohama 1/10 ¼
Silver Spot 26 15/16
Silver Forward 27
—British Wireless Service.

stool-ball can be played on any ordinary field or vacant piece of ground, and I hope it will spread to London and other parts of the country. So many village greens were ploughed up and turned into allotments during the war that the accommodation for village cricket is not what it was in the old days when everybody remembered that (in G. D. Martineau's words)—

It was just a village green Mothered and made the game.

Moreover, agricultural workers have less time for sport than they had in pre-war days, and stool-ball matches, which are over in two hours, instead of monopolising a whole afternoon, are more suitable to the new conditions of to-day.

Padder tennis is another miniature game which is played. The court is just one-fourth the area of that required for ordinary lawn tennis, and the equipment consists of four bats, net, balls, and tape for marking out lines.

If your lawn is far too small for full-sized tennis, it may nevertheless provide room and tape for padder which does give you a very

exhilarating form of exercise in odd half-hours of leisure.

Finally, there is Bag Rugger, in which the players have their legs enclosed in sacks (as for a sack race), and disport themselves in an arena from 30 to 40 yards square. Whoever invented it has added to the nation's gaiety.

I, being a veteran, am slowly recovering from a strenuous match on the sands in a "field" marked out by four oars for corner flag-posts. It was a comical sight to see a famous wing three-quarter making for the line in a series of gigantic hops, and he seemed to weigh a ton when I tackled him.

A quarter of an hour each way gives all the strenuous exercise the youngest of us wants, and the incessant laughter of the spectators suggests that here is a humorous spectacle which those engaged in raising funds for charity should bear in mind.

I shall hope to see Bag Rugger ("Bagger" for short) played some day on the sacred turf of Twickenham—Peter Merril, in "Evening News."

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London 2½	
T.T. on Shanghai 77½	
Banks	
Hongkong Bank \$1350	a
do. Lon. Reg. \$140½	n
Chartered Bank \$22	n
Mercantile A. & B. \$24	n
do. \$24½	n
P. & O. Bank \$24	n
Bank of East Asia \$77	n
Insurance	
Canton Insurance \$690	b
Union Insurance \$372	a
North China Insurance \$100	n
Yangtze Insurance \$160	n
China Underwriters \$2½ b	2.60 s
China Fire Insurance \$275	b
H.K. Fire Insurance \$800	n
Shipping	
Douglas \$38½	n
H.K. Steamboats \$37½ b	27.65 s
H.K. Tugs & Lighters \$30	n
Indo-China (Freight) \$30½	b
do. (Def.) \$72½	b
Shell Transports \$115-	n
Water-roads \$22½	n
Mining	
Benguet \$215	b
Kailan Mining Ad. 65-	n
Langkats (Combined) 79½	n
do. (Single) 75	n
Shanghai Explorations \$280	n
Shanghai Loans \$150	n
Raubs \$4½	n
Tromb Mining 17/6	n
Locks, Wharves, Godowns, &c.	
H.K. & W. Wharves \$188½	n
H.K. & W. Docks \$37	n
China Providents \$570	n
Hongkong (Old) 702	n
New Engineering 75½	b
Shanghai Docks \$105 b	107 s
Cotton Mills	
Ewo Cottons \$11	b
Oriental Cottons \$240 b	2½ s
Shan Cottons (Old) 702	n
do. (New) T85	n
Lands, Hotels & Hedges	
H.K. & S. Hotels \$870	s
Hongkong Lands \$86½	b
Shanghai Lands \$186	b
Humphreys Estates \$280	n
Hongkong Realities \$94	n
H.K. Territorials	
Princes' Buildings	
Public Utilities	
H.K. Tramways \$24	s
Peak Trams (old) \$115	b
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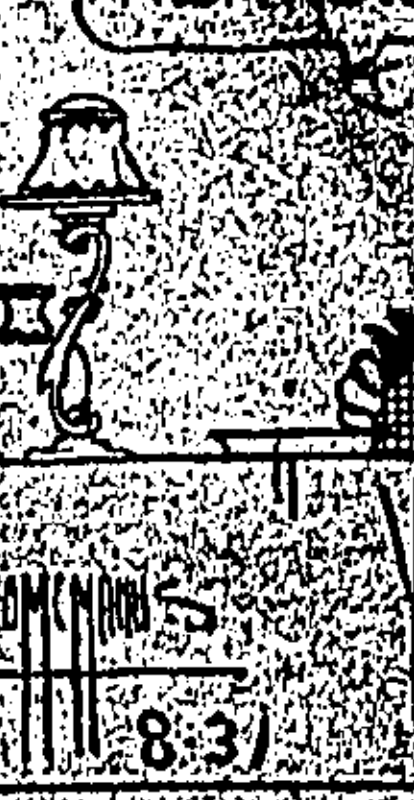
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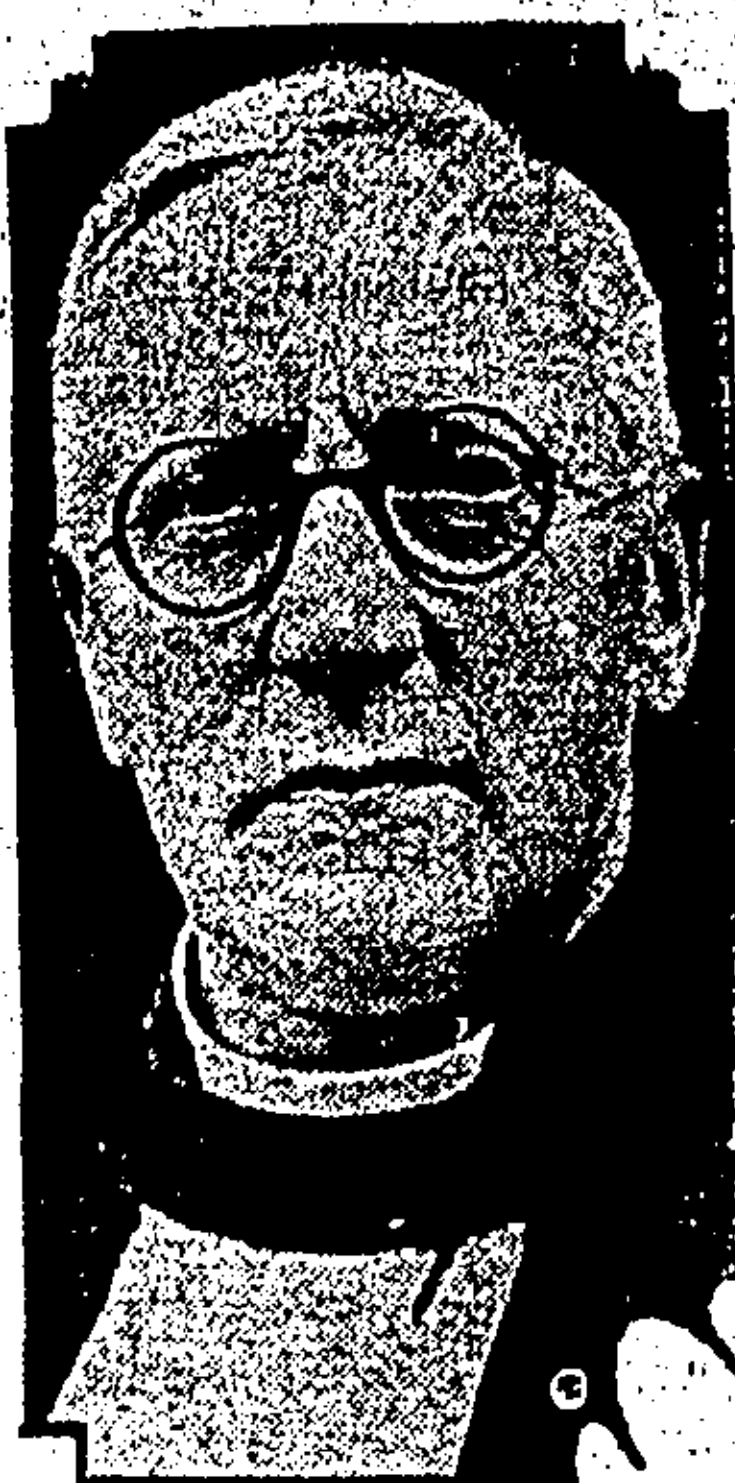
WORLD NEWS IN PICTURES.

Just Before Gene Left for Europe



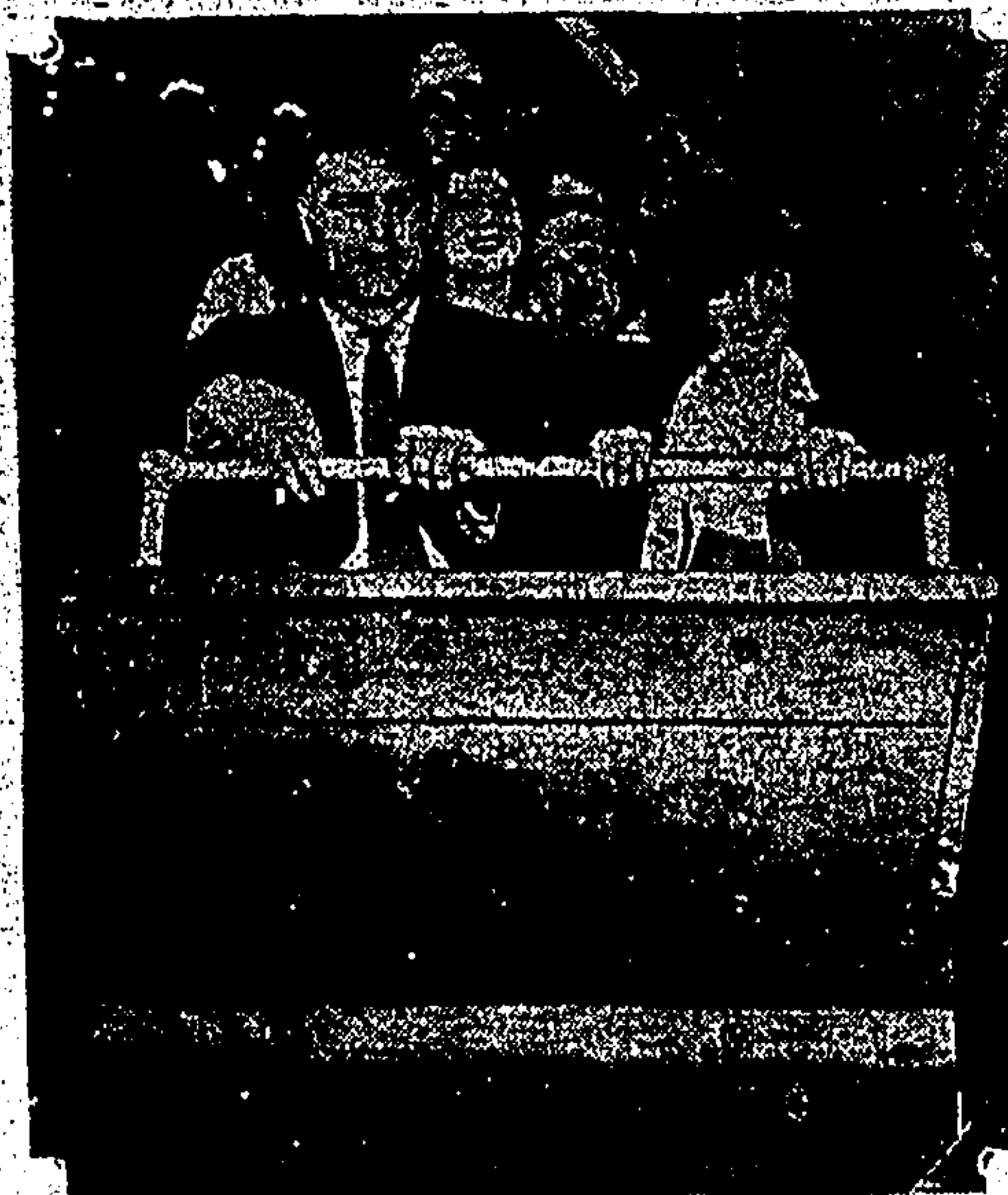
Here's an unusual picture of Gene Tunney with Sam Pryor, his friend and best man, and Mary, Pryor's little daughter, taken just before Tunney departed aboard the s.s. "Mauretania" for a walking trip through Europe with Thornton Wilder, the novelist.

Bishop of Manchester



Above is an exclusive portrait of the Right Rev. F. C. Warman, recently appointed Bishop of Manchester. He is the author of several books along religious lines.

Heeney's Honeymoon at Coney Island.



Tom Heeney, the defeated aspirant for Gene Tunney's since vacated throne, takes a whirl on the roller coaster at Coney Island, N. Y., with his bride, the former Marian Dunn. The newlyweds spent their honeymoon in New York.

King Solomon's Stables Revealed.



Top photo shows the overturned stone manger from the stables of King Solomon, recently discovered by the Oriental Institute of the University of Chicago at Armageddon, Arabia. Armageddon is famed as being the historic battleground of the Old Testament where the Israelites battled with their enemies in Biblical days. Lower photo is a view of the ancient stone hitching posts of the stables, found at Megiddo. The old tie-holes are encircled in the picture.

Eastern Tennis Winner.



She's the Champion



Helen Bernay, of North Danville, N. H., showed the makings of a good wife by throwing the rolling pin farther than all other competitors at the Durham Fair.

Famous Flier Gets New Plane.



This Loening amphibian is the gift of New York City to its engineer in charge of the city's airport which is being built. Clarence Chamberlin, left, famous trans-Atlantic flier, is supervising the work and he will use this plane in all his travels.

A Friend Who Didn't Forget.



William V. Dwyer, one-time bootlegger king, being greeted by Pal, his dog, upon reaching his Belle Harbor, L. I., home after release from the Atlanta federal penitentiary. Dwyer was paroled when physicians declared he could not live out his sentence.

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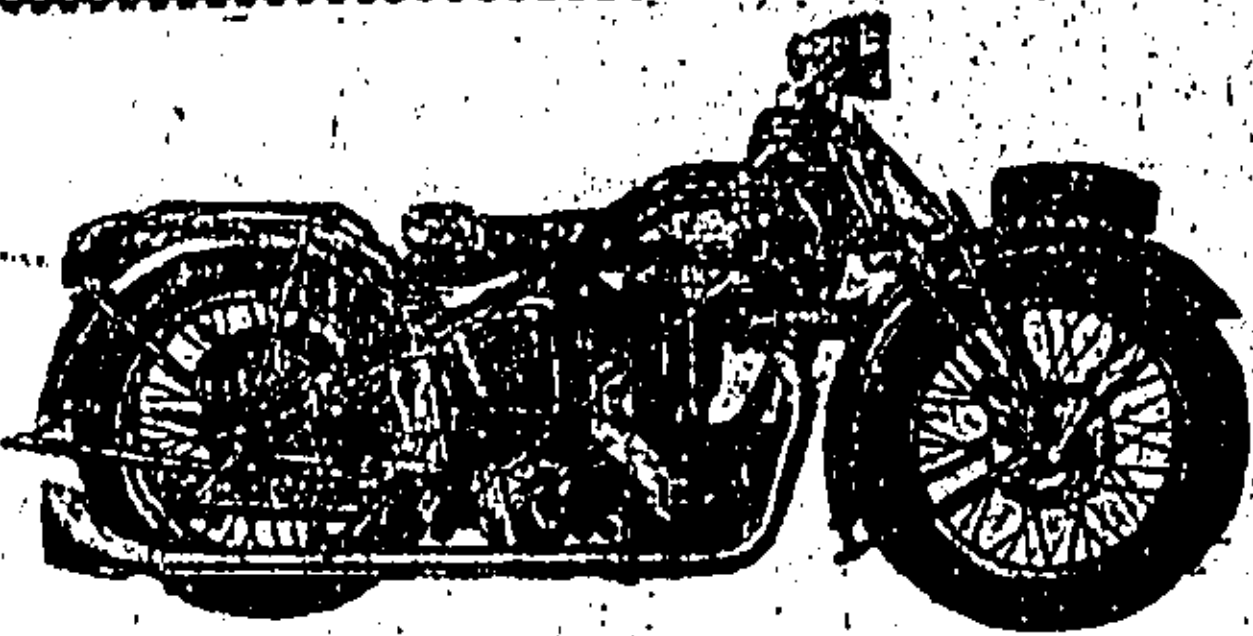
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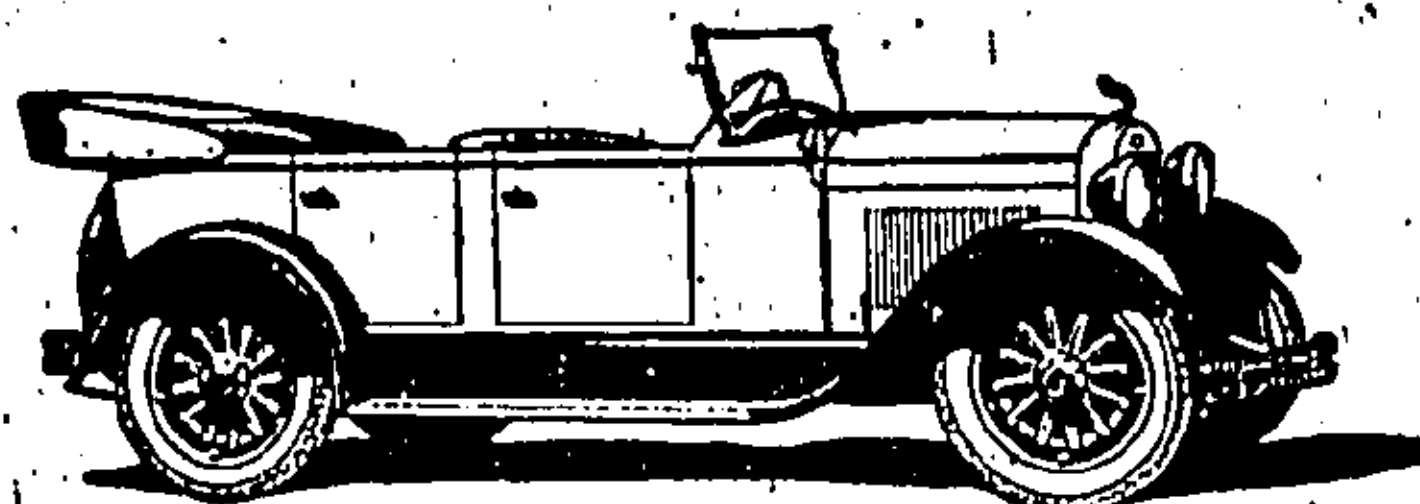
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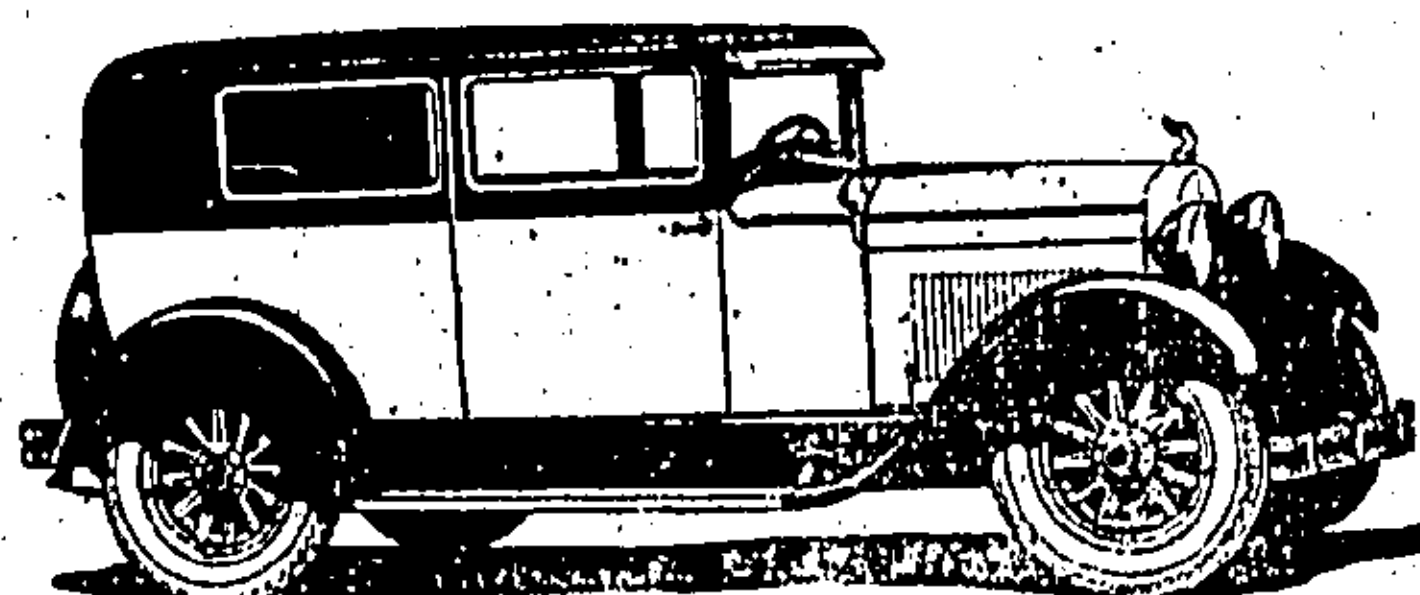
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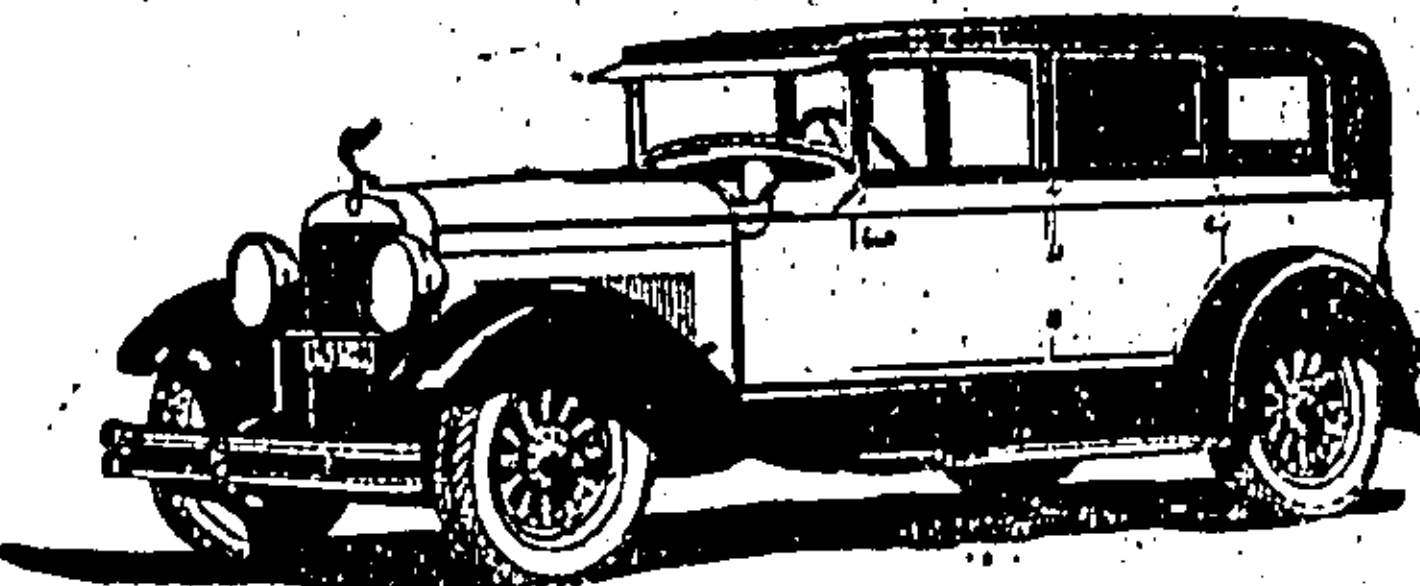
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UNDERGROUND

GARAGES WITH SHOPS AND RESTAURANTS

FOR MOTOR-COACHES

New wonder garages, as large as great railway stations, with waiting rooms, restaurants, and shops, are to be built all over London for the convenience of private motorists and for the accommodation of the evergrowing fleets of motor-coaches operating in the long-distance road services.

Two of these great garages are already under construction, and the Ministry of Transport is taking an active interest in the development of the scheme, which aims at solving the parking problem in Central London, and providing adequately equipped terminals for the motor-coach services.

Eight Storeys

Each garage is to be eight storeys in height, and spacious enough to accommodate one thousand motor-cars. The motor-coach stations will be underground, with lifts and departure platforms, booking offices, and porters. Mr. Claude Grahame-White, the aviator and motorist, who is responsible for the scheme, said that millions of pounds of capital will be required to carry through the project.

Two sites have been chosen—one in Gillingham-street, near Victoria Station, and the other in Park-road, Regent's Park—and workmen are already busy laying the foundations.

"I have incorporated in the plans the best of all the many ideas for modern garage construction I have picked up during a tour of the world to study the question," said Mr. Grahame-White.

"I am modelling the garages on the lines of the Grand Central Station in New York. There will be shops all round the main hall, where passengers will be able to buy anything they please."

"When I say that each garage will accommodate 1,000 motor-cars, I mean that this number of vehicles will be accommodated so that each one can be driven away without a moment's delay."

"There will be separate inclined roadways for cars going up and cars going down, so that there will be no danger of collision. Motorists who leave their cars at the garages will be taken up to the particular floor by a passenger lift, and will be able to drive straight away."

"We intend to do away with the present system of parking cars higgledy-piggledy, so that there are no expensiveness before the motorist, can extract his car. The Ministry of Transport is taking the keenest interest in the project, because it ought to go a long way towards solving the traffic problem of London."

FOOLPROOF

SIMPLIFYING THE DRIVER'S TASK

"NON-TROUBLE CAR"

[By the Hon. Victor Bruce.]

My wife's recently-published conclusions as to what constituted the ideal owner driver's car recently, suggest to me that the argument can be carried much farther. The general conclusion is that the relatively inexperienced owner driver, with neither the time nor the inclination to devote more than perfunctory attention to his car, wants one that is as nearly fool-proof as possible. Undoubtedly, in the present conditions of the roads, the less the driver has to do besides the essential duties of control, the better.

But let us see what we have to do to the average non-trouble car of to-day, in order to keep it on the road, looking fairly respectable and performing with reliability and with reasonable efficiency. We have to refill the petrol tank, keep up the level of water and oil; grease or otherwise lubricate various bearings, and clean the car. On the road, we have to steer, use the throttle and ignition pedal and lever in accordance with our speed desires of the moment, and suitably vary the gear ratio, when necessary.

Cutting Out Work

Well, now, how many of the items in this catalogue of duties is it possible to avoid; and how many do we really desire to avoid? Refilling with petrol, oil and water is a job, I am afraid, which must always require the intervention of the human element, though an automatically-regulated oil feed to the sump from an unusually large reservoir—placed where it would be easily refilled—would not be difficult to arrange. Cleaning, again, we must do ourselves. But I might point out that some cars are notoriously dirty workers, and succeed in bespattering themselves to their roofs, where others would scarcely show a splash. Bright metal work, too, can not only be reduced to a very small quantity, without rendering the car too funereal in appearance, but can be treated, notably by the chromium plating process, so that it remains bright and untarnished through the worst of winters. And, greasing: No one likes it; but no one need put up with it, since there are several systems by which labour in this connection can be entirely eliminated.

Easier Gears

In considering the duties of the driver, the tendency all along has been to simplify every process connected with the management of the car, especially in connection with gear changing and the control of the ignition. Fixed motion, giving the best average setting, while practical to a certain extent, prevented those who wished to do so from obtaining the best possible results, and, therefore, has given way to a method of automatic control by which the firing point is advanced with its immediate needs. Providing that this automatic control is reliable and efficient, it is ideal, since it takes one duty entirely off the driver's head, without the penalty of mediocre performance.

Gear changing will always be a bogey to the beginner, for it is not possible to avoid the necessity except by obtaining a car in which the ratio of power to weight is exceptionally high. There are plenty of such cars, of course, and they are not necessarily the largest engine vehicles; but I am sorry to say that there has been, for some years, a tendency to secure a good top gear performance rather by fitting a low back axle gear reduction—that is, the top gear ratio—than by scientifically improving engine output while simultaneously reducing unnecessary weight of chassis and body.

Questions of Weight

So far as the matter of weight is concerned, I came upon an extreme instance recently. A friend had decided to replace the carburettor of his engine (of very well-known make) with one of another brand. This involved replacing the whole of the induction manifold as well. The weight of the complete set of new parts was well under three pounds; that of the parts displaced—every ounce of 20 lbs. Since the new carburettor gave the engine a distinctly better performance, the additional weight of the old one was entirely unjustified, and I have no doubt that if one critically examined the chassis of my friend's car, further startling instances could be found. My point is that gear changing, in its present state, with almost the majority of cars, is a task which we could well dispense with; and that the designers of most vehicles could undoubtedly effect a big improvement if they could only concentrate on the power-to-weight question.

Apart from this, however, the actual operation of changing gear on many vehicles is quite unnecessarily difficult. The engagement of two pinions which desire to rotate at different speeds is a crude arrangement, theoretically; but since some designers have evolved gearboxes which can be operated easily, why do not all of them?

Brake Efficiency

Brakes vary almost equally in their efficiency, and in the physical energy required to operate them, and while we must resign ourselves to the necessity for human application here also, there is no reason why the task should call for a strong man! At the moment, everyone is going blindly for servo-operated brakes, and since this system appears to achieve its object I have little to say against it. More than one car, however, has direct operating four wheel brakes which can be applied with full force almost with finger pressure—so why the unnecessary complication?

It often appears to me, by the way, that designers and manufacturers cannot often take critical rides in the products of rival firms. I have come to this conclusion particularly in regard to steering, though it applies equally to gear changing and braking. It is quite a common experience in trying out a large number of cars to find a cheap model with light, certain steering in which road shock is almost entirely eliminated, and then to turn to a vehicle of perhaps three times the price and find that real force is required to turn a corner, while it may be so arranged that constant effort is needed to hold the car even to a straight course. Remedies for such faults are obviously not matters of expense, but of more efficient design.

Official Hoover Tag.



Miss Esther Stig of Washington, D.C., is seen here holding one of the official Hoover motor-car tags which have been adopted for use during the Presidential campaign.

It is possible, without much difficulty, to select a car on which we have only to steer, brake and operate the accelerator, with a very occasional gear change; a car, moreover, on which these operations call for only the lightest of effort. And that, I think, is as nearly foolproof as anyone could desire.

NOTABLE MOTOR SHIP ORDERS

Some notable orders for oil-engined vessels have, according to "The Motor Ship," recently been placed. They include two passenger liners for the European service of the Nippon Yusen Kaisha, each of 11,000 tons gross, and although it had been hoped that they would be built in England the order has gone to a Japanese yard. The Nippon Yusen Kaisha now has nine big passenger liners under construction, all to be equipped with internal combustion machinery, and it is estimated that the total cost will be £28,000,000. Elder Dempster and Co. have just placed contracts for four motor ships with Clyde yards; the Court Line has ordered its first oil-engined vessel, and a 16,000-ton motor passenger liner will shortly be laid down for British owners. An interesting development is a contract for three 10,000-ton motor tankers for the Soviet Government, to be built in Russia, but equipped with engines of foreign design. The total number of motor ships on order throughout the world at the present time is over 800 and this is believed to be a record figure.

MOTORING PUBLIC

NOW INTERESTED IN ENGINE CAPABILITIES

NEW CURIOSITY

[By Lynn McNaughton.]

The motoring public is again becoming "engine conscious." After a period in which interest has centred upon automobile bodies—their design, beauty, colour, upholstery and comfort the motorist is again asking about the power plant which makes the car go.

Probably aircraft activity, which has demonstrated that the engine is the plane, is to be credited with much of the reawakened interest in engine performance.

In the air, new non-stop endurance flights of 58 and 60 hours have demonstrated the brilliant progress which has been made in developing engine ability and dependability. On the highway the thousands of motorists who have made long-distance trips have seen the same improvement in automobile engines.

New Conception

Passenger planes travelling at 100 miles per hour have created a new conception of the value of time; and it is generally conceded that within the next three or four years the same motorists who have just been fighting to prove the safety and reasonableness of 35 miles per hour will be travelling much faster and with greater safety than now.

These two factors have again placed the engine at the centre of interest. Because engine performance of late years had been so supremely fine and trouble-free, the public had taken a good engine for granted and had turned its attention to other things. At some points we found that as high as 95 per cent. of sales had been made without as much as raising the hood to explain the power unit of the car.

Picture Changed

Now the picture is entirely changed. Public attention for many months has been riveted upon the spectacular performance of aeroplane engines. And in the motor cars the constant raising of the standard of sustained high speed has again drawn attention back to the power plant. The public wants to know how the results are obtained.

We have found an unusual new interest in our V-type, 90-degree engine of the Cadillac-La Salle, because of its similarity to the radial aeroplane engine which is performing so successfully. The Liberty aeroplane engine built for the Government by a number of automobile manufacturers during the World War was a V-type; and the power plants of many of our fastest speed boats are of the same basic design.

The short, ragged crankshaft gives a maximum of sturdiness and maximum smoothness in operation. The resulting shortness of the engine also economises the use of space. This economy is essential in the aeroplane; and in the motor car it leaves more room on the chassis for the body and so for passenger comfort.

"TRAFFIC POLICE"

VIENNA TO HAVE A DOUBLE FORCE

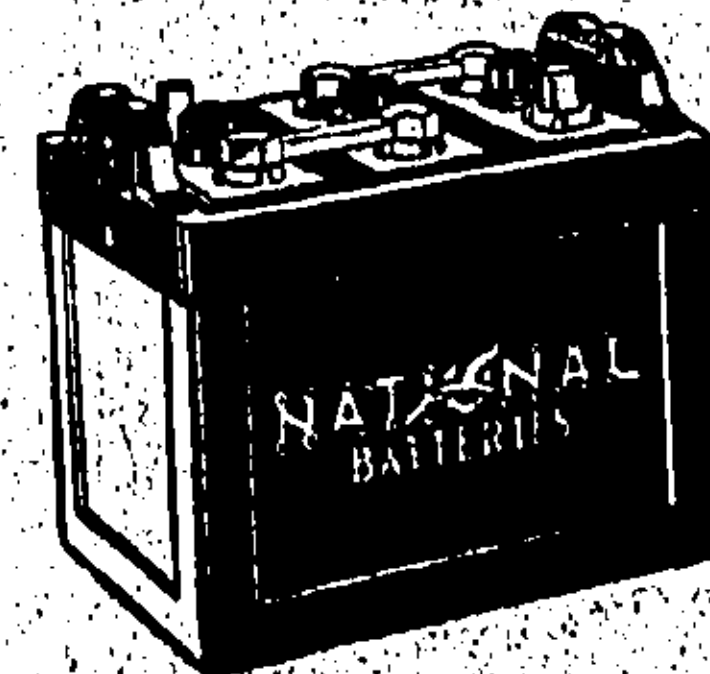
Vienna, Aug. 13. By a decision of the Constitutional Court, the "Province of Vienna" is to have its own traffic police from October 1. So far the traffic has been controlled by the State police, under President Johann Schober. Since last July the Social Democrats have strongly opposed Schober, and as they now hold municipal power, and as the Burgo-master is also Provincial Governor of Vienna, they insist that the Constabulary, attached to the State, and the one by the beginning of October.

The Government, however, is not attracted by the idea of two kinds of police in this city—one for public safety, attached to the State, and the other for regulating the traffic, attached to the municipality. The danger of conflict is obvious. On the other hand, the Social Democrats point out that there is a double police force at Zurich, and that post-war Prague, which at that time still belonged to the Austro-Hungarian Empire, was protected by two constabularies.

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Each sort of dirt, grit or grease is attacked with a different method. Finally, it is given an internal bath with oil under pressure. An example of how these operations are carried on under conditions of high production is afforded in the Hudson Super-Six. Following is a Hudson description of what is done to a cylinder block:

The block is cleaned by sand blast, then sprayed with paint to close pores in the metal. Next the interior of the cooling system is pressure-tested with water for leaks, following which a hot soda solution under pressure washes this whole system for sand, rust and other dirt.

After the valves are ground this part of the motor is sprayed with kerosene which loosens up any surface dirt.

Live Steam Bath
Next the whole block is subjected to a bath of live steam under pressure. Still this is not enough, so the whole block is placed in a rotary washer—an enclosed compartment within which the block is rotated while gallons of very hot metal cleaning solution are cascaded onto it and through every part of it. Now it is early immersed in cold water, as much for cooling as for additional cleansing. It is dried with compressed air which blows away dirt.

Hot Oil Internal Bath

Finally and probably most significant of all the whole interior of the motor is given a hot oil bath during the block test. As the motor runs during this test a constant fresh supply of filtered oil is fed the motor from special tanks. The motor warms itself naturally during the test, so that particles of grit, machine chips or other dirt are loosened and washed out of the motor by the supply of oil.

The oil itself is not carried to the sump for re-circulation but is led away from the motor, taking with it the various particles of sediment. This several hours of an internal hot oil bath so cleanses the inside of the motor that the closest inspection is said to discover no foreign substances. This system is employed by some of the finest European cars.

Thoroughly Cleaned
Meanwhile, the aluminum crankcase, the cylinder heads and various miscellaneous parts have been subjected to similar washing systems, so that the whole Hudson motor inside and out is said to be spotlessly clean.

This cleanliness at the very start of a motor's operation is declared highly important to its long life, and Hudson's recent developments have been along the line of increasing the efficiency of each washing operation as well as adding new methods and new facilities.

MORRIS MOTOR CARS

London, Aug. 31. The price of the Morris Cowley two-seater 1928 car has been fixed at £160, an increase of £7.10s. The improvements include better chassiswork, safety bumpers, and dipping headlights. The baby car will be known as the Morris Minor. The price of the touring model will be £122 with £12s. for the saloon model. It will be capable of 55 miles an hour, and 60 miles to a gallon of petrol. Morris' six-cylinder have been reduced to £200, and other models have been reduced and improved.

THE MOTORISTS' PAGE

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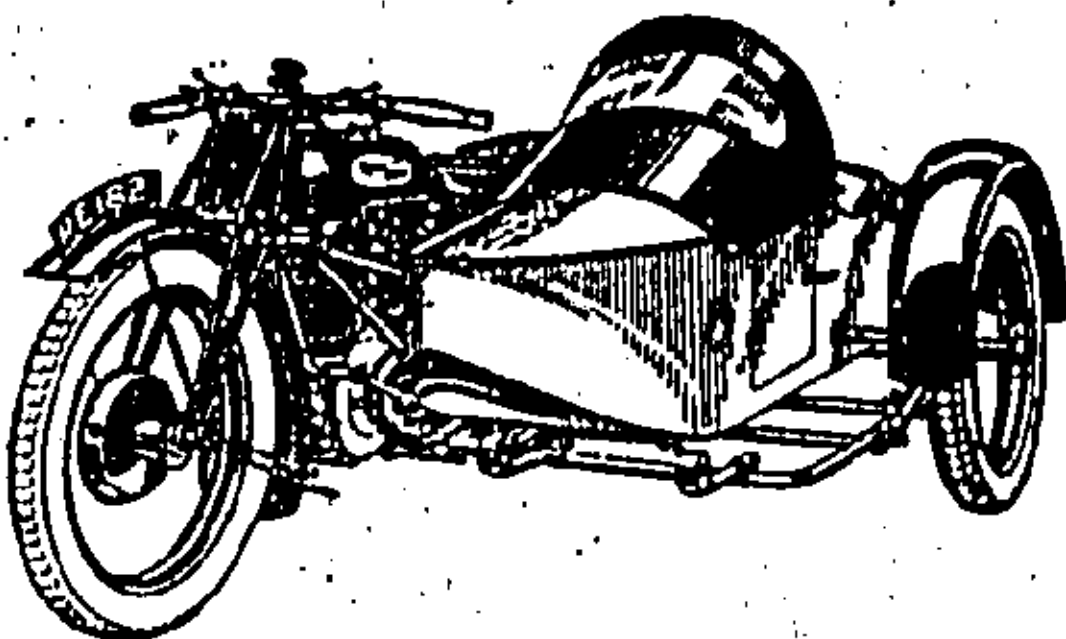
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CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
HANOMAG.—Wai On Tsung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Voeux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPLE.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
PERSTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

HIGHT TRIBUTE

PAID TO STUDEBAKER DESIGN

FAMOUS DRIVERS

High tribute to the design of Studebaker cars was paid by a group of famous racing drivers following the close of the recent 30,000-mile run at the Atlantic City Speedway near New York City. In this run, two stock model Studebaker President Eight Roadsters covered the distance in 26,326 and 26,329 minutes. Two stock Studebaker President Sedans each rolled up 30,000 miles in less than 28,200 minutes.

Probably no one is better qualified to speak with authority on the merits of an automobile than these men who make driving a business. They have driven many makes of cars under a variety of conditions and "know a car when they see it."

"When you're hitting 72 on a wet, slippery track around three a.m., and the fog is thicker than soup, you've got to have a well balanced, easy handling car to stay right side up—they are unquestionably the finest stock cars I ever drove." This was the comment of Zeke Meyer, winner of many racing honours, in speaking of The President's performance.

"I've never in my life seen anything like The President Eight. It is the most wonderful stock car I have ever driven," was the opinion of Clint Borge. Jimmy Gleason, veteran race driver says, "After helping drive The President 30,000 miles I can say it is the greatest stock car I have ever handled."

On alighting from one of the cars at the finish of the long race against time, the diminutive Babe Stapp declared that there has never been a run like that 30,000 miles in The President Eight. "And in all the world there are no finer cars we could have made it in."

Others who helped pilot the Studebakers to their great new record were, Johnny Krieger, Harry A. "Doc" Meyer, Eugene Batten, 1st Lt. A.C. U.S.A.; Ralph L. Stewart and Fred Winnall. All were very enthusiastic in their praise of The President.

The magnitude of the record these cars achieved in travelling 30,000 miles at speeds well above a mile a minute, is difficult to visualise. But these "men at the guns" who whipped The Presidents around the board track, day in and day out, for 10 days and 18 nights realise what it means and respect the genius that made possible such an unprecedented feat of endurance.

The Presidents which made these remarkable records were selected at random from the Studebaker factory assembly line by two officials of the American Automobile Association. The cars were then driven to the track under the A.A.A. supervision and were completely disassembled before the run by the A.A.A. technical committee. They were declared to be strictly stock cars in every respect. The Contest Board of the A.A.A. supervised the entire run, having 16 men at the track to check the cars and maintain time records.

STOPPING POWER

WHAT THE STUDEBAKER CAN DO

South Bend, Ind., U.S.A.—Tests recently conducted at Studebaker's 800-acre proving ground near South Bend by The Studebaker Corporation have revealed some interesting facts concerning the stopping power of the amplified action four-wheel brakes which are standard on all Studebaker and Empire models.

Using as a basis for the tests a recommendation chart compiled by C. N. Maurer, traffic engineer of the Wisconsin state highway commission, it was discovered

Miles per Hour	Wisconsin Standard	Studebaker Will Stop
10	9 feet, not more than 12	4.5 feet
15	21 feet, not more than 23	10 feet
20	37 feet, not more than 50	17.5 feet
25	58 feet, not more than 77	28 feet
30	83 feet, not more than 112	44.7 feet
35	113 feet, not more than 153	74.5 feet
40	148 feet, not more than 200	115 feet

CAR PAGEANT

MANY BEAUTIFUL EXHIBITS

THE GRAND TATTOO

Following are some notes on the Car Pageant which participated in Hong Kong's Grand Tattoo:—

St. George's Car—(Miss Barbara Badden, Miss Joan Black, Miss Doris Brooks, Miss Doris Booker.)

The base of the decorations was the St. George's flag with the white rose of York and the red rose of Lancashire. St. George and the Dragon were shown in silhouette in front of the radiator. This car was entered by St. George's Society—mounted on a "Bean" car and lighting effects carried out by Mr. A. J. Allison of Messrs. Lane Crawford's Garage. Decorations by Mr. F. Mowfung of Messrs. Der A. Wing & Co. Silhouette designed by Colonel Bird and set up by Der A. Wing & Co. The girls distributed red and white roses en route.

Dutch Car—This car was a representation of a Dutch Wooden Shoe decorated with tulips. The following ladies were seated in the shoe, with illuminated Tulip head-dresses: Mrs. de Bruyn, Mrs. van Hourn, Mrs. Keyzer, Mrs. van Nieuwenhulise, Mrs. Ramondt, Mrs. de Vries, Mrs. Wierink. The Dutch car was entered by the Dutch community—mounted on a new model Ford chassis and decorations carried out by the ladies mentioned above.

Sincere Co's Entry—The Sincere Co. entered a B.S.A. Motor Cycle and sidecar most beautifully decorated and carried out in wonderful detail, showing a crane's nest surrounded by a typical Chinese waterside scene.

"Flat"—Special mention should be made of the "Flat" exhibit which was carried out with the usual Italian thoroughness.

A. Lung & Co's Entries—A. Lung & Co. prepared eight cars and it showed considerable enterprise on the part of this firm. The model of an old-fashioned galley was well carried out and the "Mencius" car, depicting a story from the "Mencius" period, was striking and effective.

Standard Oil Co's Exhibit—The Socony Float was a representation to scale of their usual "model" service station. Besides the gasoline pumps, a complete and satisfactory line of "station servicing" was displayed. To make the exhibit realistic, Miss Sylvia Pethick was shown arriving at the station in a miniature "Rolls Royce," whereupon Master Richard Pethick, as operator, appeared with the usual Socony promptness and courtesy. The "Rolls" was filled with gasoline, motor oil, water, a flat tyre, was blown up, and to complete the standard service job, the car was dusted off.

Empire Car—(Britannia—Miss Barbara Walker, Australia—Miss

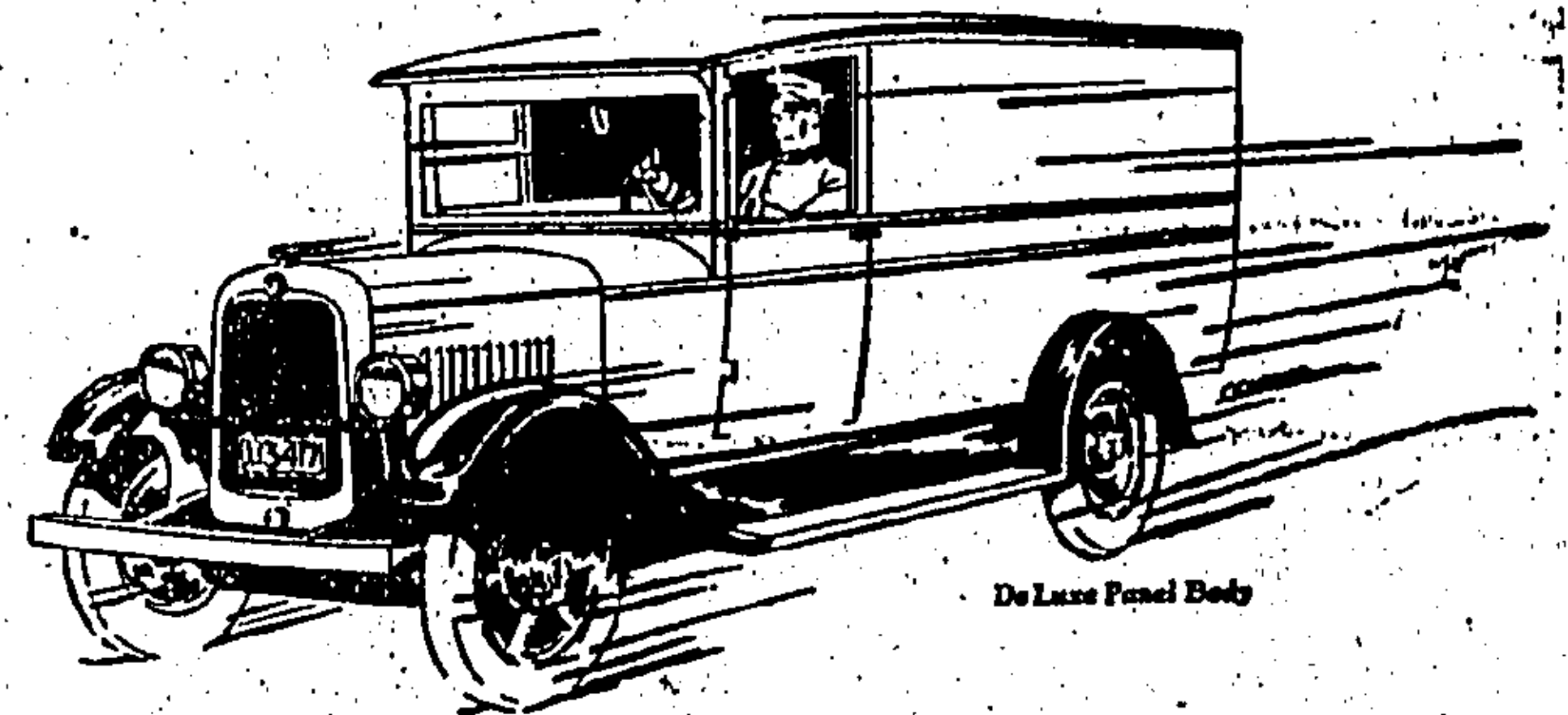
that stock Studebaker models not only meet Wisconsin braking requirements fully, but at every speed listed will stop the cars in less than half the distance called "safe" by the State Traffic Engineer's code.

At 10 miles an hour, Studebaker brakes will bring a car to a complete stop within four feet, whereas the Wisconsin code recommends nine to twelve feet. At 40 miles an hour, a Studebaker can be brought smoothly to a complete stop in a trifle over 70 feet. The Wisconsin figures are between 148 and 200 feet.

A full comparison between the results of Studebaker tests at the proving ground in South Bend, and the Wisconsin chart follows:

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY.

GENERAL MOTORS TRUCKS



3
Great Series

Powered by the
PONTIAC
Six Cylinder Engine
1000-lb. chassis - \$365
One and one-half ton - \$1185
Two ton - \$1950
(pneumatic tires, heavy gear drive)
2000-lb. chassis - \$745

Powered by the
BUICK
Six Cylinder Engine
Chassis Prices
One Ton - \$1095
One and one-half ton - \$1185
Two Ton - \$1950
(pneumatic tires, heavy gear drive)
Two Ton - \$2050
(self-aligning wheels, gear drive)

Powered by the
BIG BRUTE
Heavy Duty Engine
2 1/2 ton chassis - \$1950
3 ton chassis - \$2100
\$3690 to \$5820
All prices f.o.b. Pontiac, Mich.

with
BUICK
Six Cylinder Engine

ONE-TON
Complete as Shown
\$1495
f.o.b. Pontiac, Mich.

Powered by the Buick and Pontiac engines, General Motors fast duty trucks assure you a new type of performance. They speed up your deliveries. Increase your range of business. Lower your costs.

There is a General Motors six cylinder truck for every need in light and medium duty. Also Heavy Duty Trucks up to 15 tons capacity. By all means, investigate this most complete line!

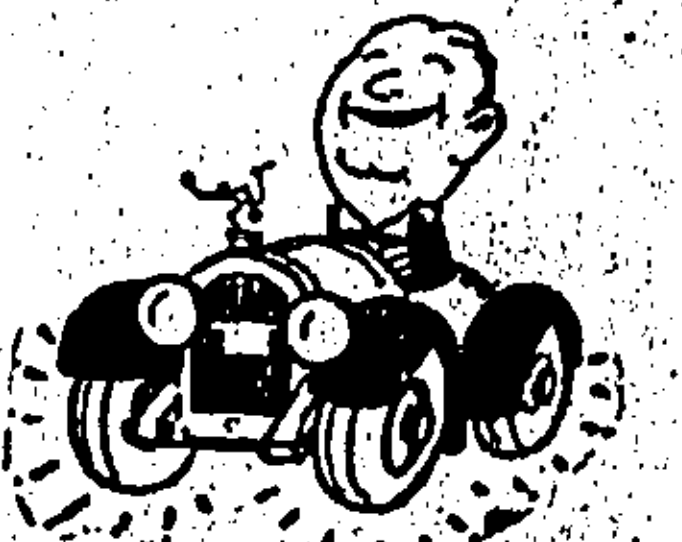
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

A TRUCK FOR EVERY PURSE AND PURPOSE

TRAFFIC SCHOOL

Police authorities in Dortmund, have equipped a sort of traffic school-room in one of the city's police stations with models, pictures, transparencies, etc., dealing with regulation of traffic and prevention of accidents. Here not only the police, but also drivers of automobiles and citizens in general can familiarize themselves with traffic rules, the various signs employed, danger points, etc. There are illuminated pictures designed particularly to teach children how to conduct themselves on the street.



Question
What's Better Than One MILLER Tire?

Answer
Four MILLER Tires and a MILLER Spare

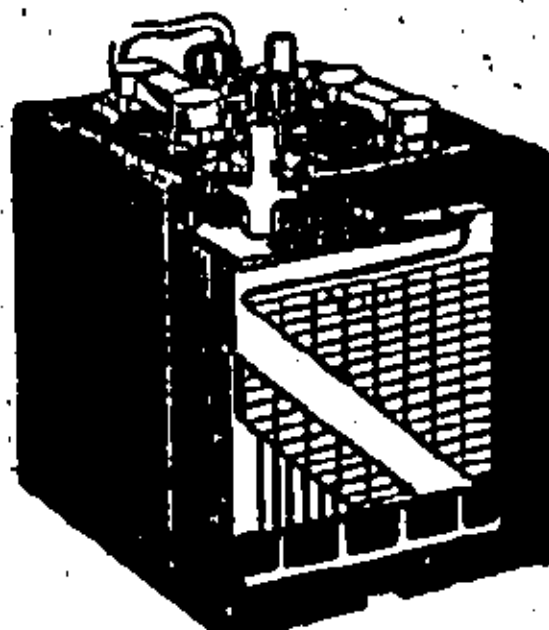
You'll get a lot of kick working one MILLER Tire on your car in a friendly competition with three of any other make. But—when the satisfaction you'll get with four on. That's as far as you can go—any thing better than that is impossible. Come—try one or a set. Go out all day.

Sole Agents—
A. LUNG & CO.
SHOW ROOM:
19, Queen's Road C.
Tel. C. 1219.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.

The Prest-O-Lite				Battery For your car		REPLACEMENT	
				DIMENSIONS IN INCHES		PRICE EACH	
				W. H.			
VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE				
6	15	03 MK	RUBBER	11 1/2 X 11 1/2	9 1/2	\$16	OYO
6	20	04 RHK	DO	11 1/2 X 11 1/2	9 1/2	\$21	
6	25	A-013 JF	DO	11 1/2 X 11 1/2	9 1/2	\$21	
6	35	A-011 RHK	RUBBER	11 1/2 X 11 1/2	9 1/2	\$30	OYO
6	50	A-012 JF	DO	11 1/2 X 11 1/2	9 1/2	\$40	
6	75	A-013 RHK	DO	11 1/2 X 11 1/2	9 1/2	\$45	
6	100	A-014 JF	DO	11 1/2 X 11 1/2	9 1/2	\$55	CAD
6	125	A-015 RHK	DO	11 1/2 X 11 1/2	9 1/2	\$65	
6	150	A-016 JF	DO	11 1/2 X 11 1/2	9 1/2	\$75	
6	175	A-017 RHK	RUBBER	11 1/2 X 11 1/2	9 1/2	\$85	OYO
6	200	A-018 JF	DO	11 1/2 X 11 1/2	9 1/2	\$95	
6	225	A-019 RHK	DO	11 1/2 X 11 1/2	9 1/2	\$105	



Group No.

- 1 Studebaker Light & Std. Sixes, Overland, etc.
- 2 Studebaker Big & Spec. Sixes, Chrysler, etc.
- 3 Case, Cole, Cunningham, Oldsmobile, etc.
- 4 Buick Std., Chevrolet, Ford, etc.
- 5 Buick M., Chander, Hudson, Oakland, etc.
- 6 Humphreys, Packard & Willys Knight, etc.
- 7 Dodge, Gardner & Graham Bros. Truck, etc.
- 8 Locomobile, Mack Truck, Rolls & White.
- 9 Special Chilling Battery
- 10 Motor Cycle Battery—Harley, Indian, etc.

Prest-O-Lite

THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)
25, Queen's Road Central Tel. Central 4759

INCREASED SPEED

LIMITS CUT DOWN
MISHAPS

FIGURES TALK

In support of the suggestion that more leeway as to speed limits should be given come the press dispatches from Washington, D. C., in which the American Automobile Association points out that as a result of the increasing tendency throughout the country to increase speed limits the number of automobile mishaps have been materially lessened.

The press reports show that as a result of a survey conducted by the association that within the last three years twenty-three States have "wiped out obsolete" speed laws and inaugurated the "move-on" signal in the open country and in communities where the "step on it" law has been in effect the accident list has been far less than in districts that still operate under "obsolete regulations."

Boulevards Speedway
By increasing the existing speed limits there is no intention on the part of the advocates of this plan to convert our streets, boulevards and highways into speedways, but the plan is to allow the car operator to use his own judgment as to a reasonable and careful pace, be it ten miles an hour or fifty, and at the same time put all the responsibility up to the car driver. In Connecticut the law reads "proper and careful operation" and this law is vigorously enforced.

Careful Driver
Passing cars on the right side, endeavouring to drive by another car on a blind turn, or at the crest of a hill, where the other side of the grade is not visible, is not careful driving and the offenders are rounded up and severely punished for these infractions, but driving fifty miles an hour in the open where there are no cross-roads and the highway is visible for a goodly stretch, is not a crime.

In most accidents the careless driver is the one responsible for mishaps and it is this chap that the law is after. Similar laws exist in New York, and Michigan has a "proper and reasonable" restriction.

These laws mean that drivers operate the cars with extreme care and in keeping them moving at a steady pace there is less chance for accident and congestion. If our local officers would exercise a little more diligence in rounding up the careless and indifferent driver rather than the car operator who might drive his car a little in excess of the prescribed limits there would be a reduction of mishaps in this section, too.

The road hog who holds the centre of the highway and refuses to allow faster moving vehicles to pass is a dangerous menace. He should be compelled to keep to the right of the road and to operate his car in the slow traffic lanes that are now indicated on the wider roads.

Again the man who will make a right-hand turn from the centre of the road or street instead of keeping as far to the right as possible is a careless driver and should be disciplined as should the driver attempting to make a left-hand turn without signalling and starting from the far right side of motorway.

On main motorways if it is safe to travel at fifty miles an hour this speed should be allowed, but where congestion prevails and ten miles an hour could be regarded as excessive this speed should be enforced. With four wheel brakes and modern safety devices employed on most cars of to-day speed does not cut as much a factor in accidents as does carelessness and ignorance, and in the correction of these two latter evils much can be done to further reduce the accident toll.

GENERAL SALES

TYRE AND RUBBER CO.
REPORTS GAINS

HEALTHY CONDITION

A healthy condition in the rubber industry was indicated recently in the report of the General Tyre and Rubber Co. of Akron showing gains for the first eight months of its fiscal year ending July 31, of 16 per cent. in sales, 19 per cent. in tyre production and 20 per cent. in crude rubber consumption over the same period last year.

In passing its last year's business the General company bettered a record that had previously exceeded all sales and production figures of the company.

The eight months' report shows also the company is making and selling more tyres than 60 days ago when a six months statement reported sales gains of 13 per cent., together with production and consumption gains of 15 and 16 per cent. respectively. The Akron factories of the General company are working full time, it is reported.

The sales and production report follows closely an announcement that the General company had written off during the first half of the year, a large inventory loss and at the same time had made a profit of 2 per cent. during the first half of the year, a large inventory loss and at the same time had made a profit of 2 per cent. during the period. The General company with other important rubber companies suffered considerable losses when the rubber market collapsed last Spring leaving the firms with large supplies of crude, purchased at the higher prices, on hand.

As a result it was predicted generally that the industry would show, in addition to a profit loss, a considerably reduced sales volume for the first half of the present year; due first to an unseasonable Spring and next to the erratic rubber market which caused many motorists to delay Spring tyre buying.

Business for the General company grew tremendously according to company officials, when the recent cuts in tyre costs brought the General tyre, a quality priced product, within the low price range of other tyres. The reductions opened a new, wide market for the General tyre among motorists who previously had purchased other grades of tyres but who found this year the cost of the General was actually under the former prices of many other tyres.

AUSTIN PRICE REDUCTIONS

It has been surmised that prices in the motor world would show a tendency to increase rather than decrease during the coming year. It is, therefore, with pleasurable surprise that we hear of the Austin announcement of reductions in prices.

The secret of this reduction is not difficult to solve. The Austin Company by continuing present models, and concentrating on efficient methods of production, are enabled to effect a saving in manufacturing costs.

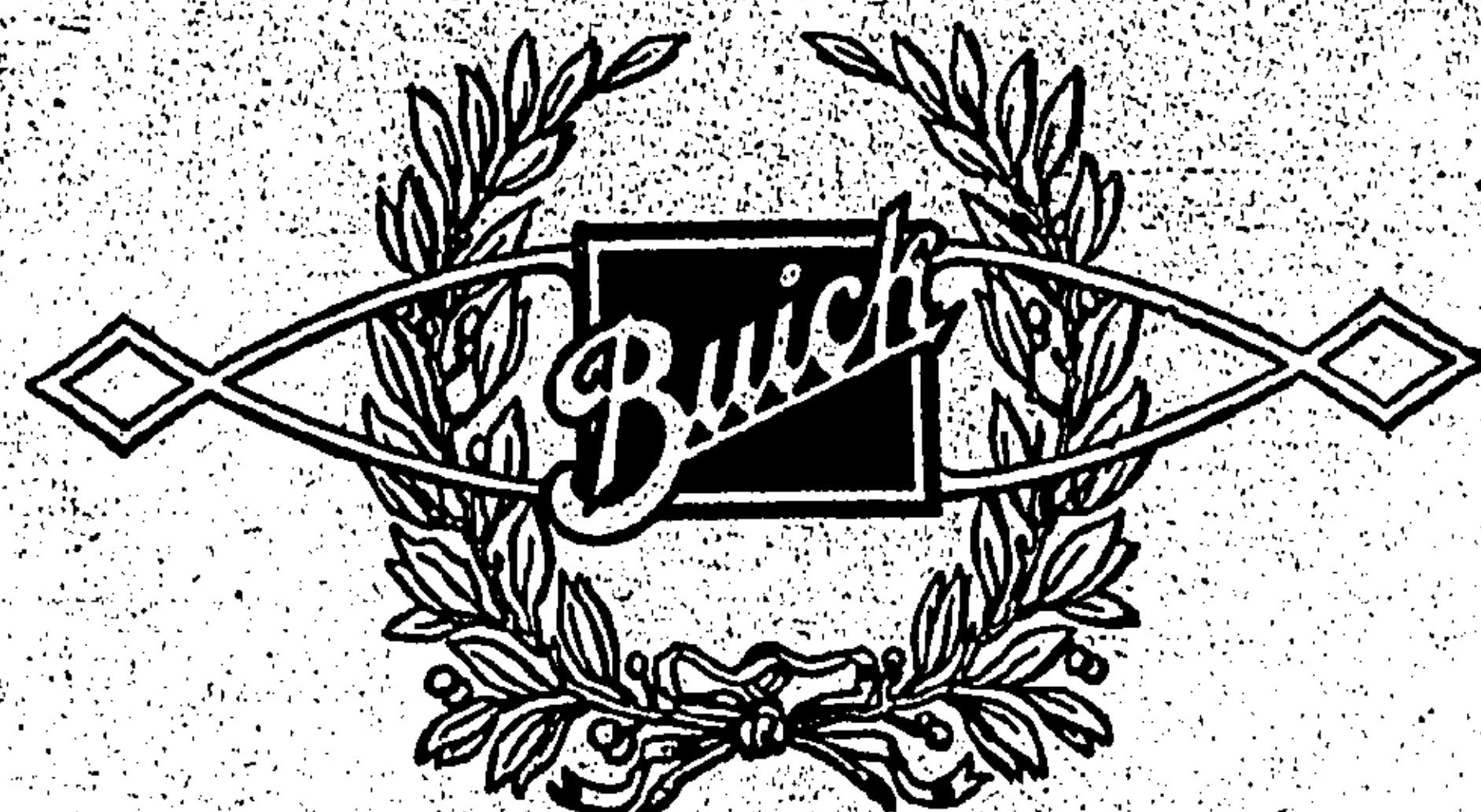
In many cases the reductions are considerable, more especially so if taken on a percentage basis. The popular "7" is down by \$100—while the new 16 h.p. Light Six sells at \$2,900.

Apart from the Seven, which is to be seen everywhere, the 16 h.p. Light Six is the chief centre of interest. This model is now being produced with a very much roomier body, both in length and width, and is to be known as the Burnham Saloon. Its roof is more curved, there is a single panel adjustable windscreen, the doors are extended below the frame, and there are six windows, all made to open. Privacy for night travelling is insured by the provision of three blinds. Both front seats are independently adjustable and the petrol tank being fitted with a telescopic spout, it is now no longer necessary for the driver to leave his seat when taking in petrol supply. The Hobson K. S. Telegage petrol gauge on the dash-board, and the A.C. Sphinx oil cleaner for engine lubrication are now standard fittings.

All six cylinder models are now fitted with wire wheels, thus rendering them easily distinguishable from the 4 cylinder types.

With the exception of the details already mentioned, there are practically no changes in the Austin range.

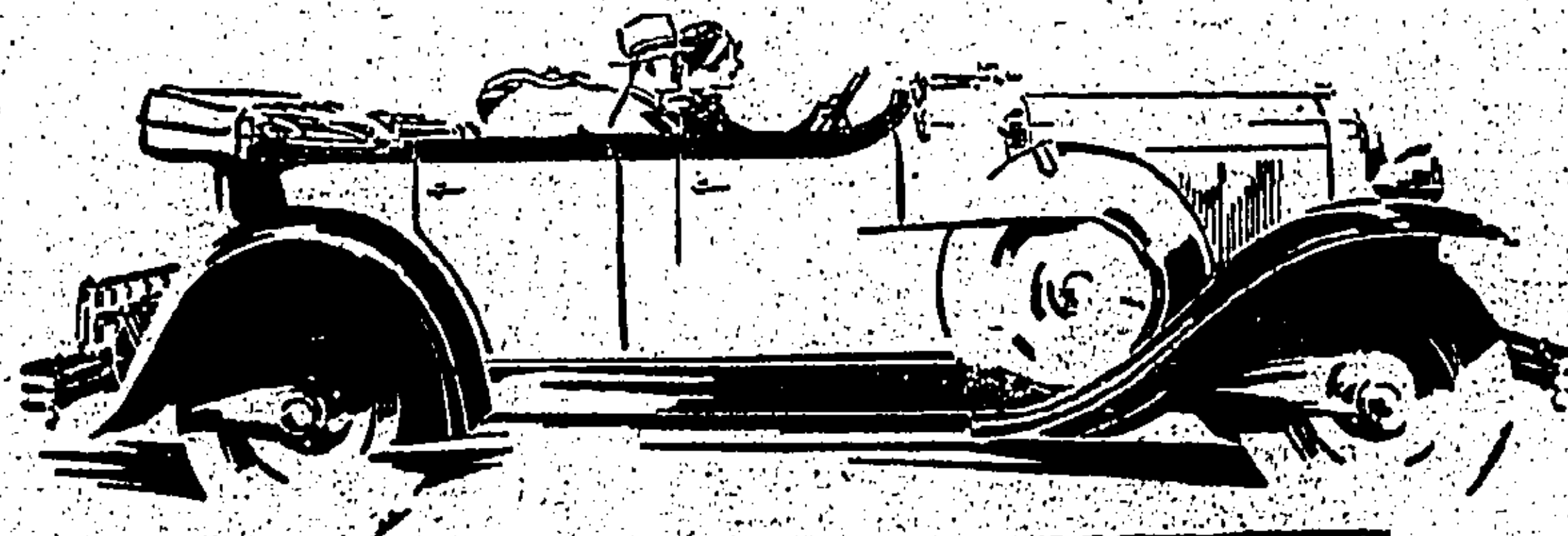
7 h.p. Tourer \$1,195 \$1,295
12 h.p. Saloon 1,295 1,520
12 h.p. Clifton Tourer 2,495 2,550
12 h.p. Open Road 2,650
12 h.p. Windsor Saloon 2,150 2,250
16 h.p. Clifton Tourer 2,900
16 h.p. Open Road 2,095 2,450
Burnham Saloon 3,595 3,880



Have you seen the new Buick?

Watch the new Buick

— watch it on the open road, and in traffic, speeding gloriously, or creeping smoothly forward. See it—then arrange with us for an hour's ride.



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

SAVES LIVES

MODEL FORD MEETS WITH
MISHAP

BOYS ARE SAVED

Three Japanese youngsters in Hawaii thought to try out the new Model A to see how fast it would go. Ignoring a sharp left-hand turn at a golf course the driver stepped more heavily than ever on the accelerator. The car left the road and rolled over into a five-foot ditch. It tore up a length of fence and finally stopped upside down, headed toward the point of starting and with its engine still running.

The boys opened the door and crawled out. Despite the fact that the car was going nearly 70 miles an hour they suffered no serious injury and were not even scratched. The fabric on the top of the sedan was torn, the body was scratched, but hardly dented; the windshield, of triplex glass, was found to be full of cracks but unshattered. Both doors could be opened and closed and the windows raised and lowered as before.

The steering wheel was not bent and the wheels of the car were intact. A bent front axle and bent front fender were the only major items. The car is now running as well as ever.

JAPAN'S LAWS

WHAT THE MOTORIST HAS
TO DO

Japan looks to America for her automobiles—but not for laws regulating their safe operation. Nipponese legislators prefer to make their own traffic rules.

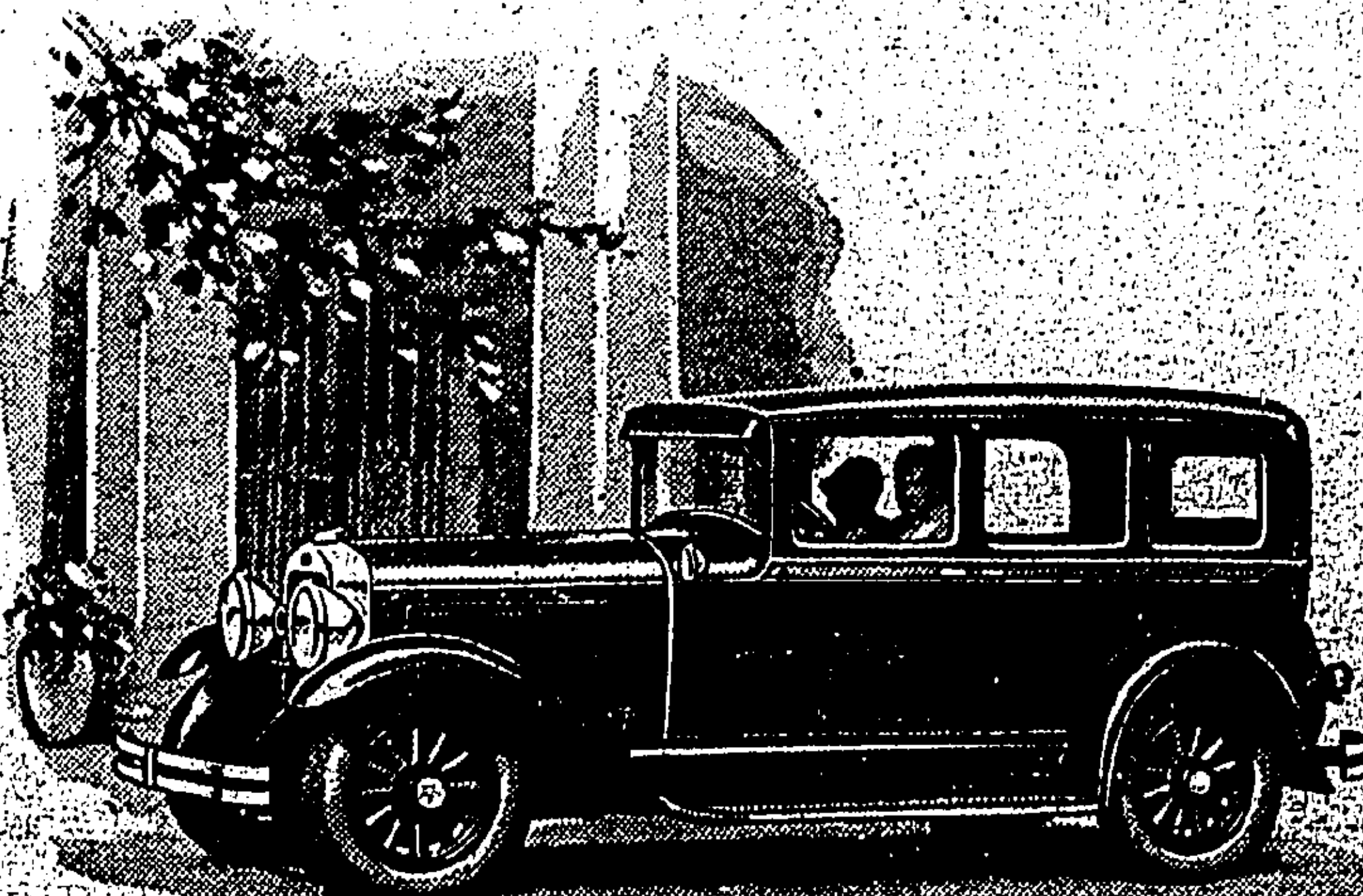
One of the most peculiar of these regulations, according to P. H. Lydon, special representative for The Studebaker Corporation of America in the Far East, is what is known as the "anti-necking lamp" law. This law requires that all cars be equipped with dome lamps, which must be lighted when the car is driven at night.

In most countries, motorists would look askance at a touring car driven down the street in the evening with a dome light brightly shining—but it is no novelty in Tokyo. While the "anti-necking lamp" law is aimed to safeguard passengers, since it is said to have been passed because an altercation between two passengers in an unlighted hire car resulted in the death of one, it no doubt performs what its nickname suggests.

Another motor law peculiar to Japan requires all cars to be equipped with mud splashes in wet weather. The great number of narrow dirt roads makes this precaution necessary if pedestrians are to avoid being splattered with mud.

"The laws sometimes interfere with the convenience of driving," the Studebaker representative said. "Take for example the regulation governing the tail lamp switch. The switch operating the rear lamp must be located on the rear of the car, which makes it necessary for the driver to stand by the lamp when he turns it on. This rule reveals the exacting qualities of the Japanese laws."

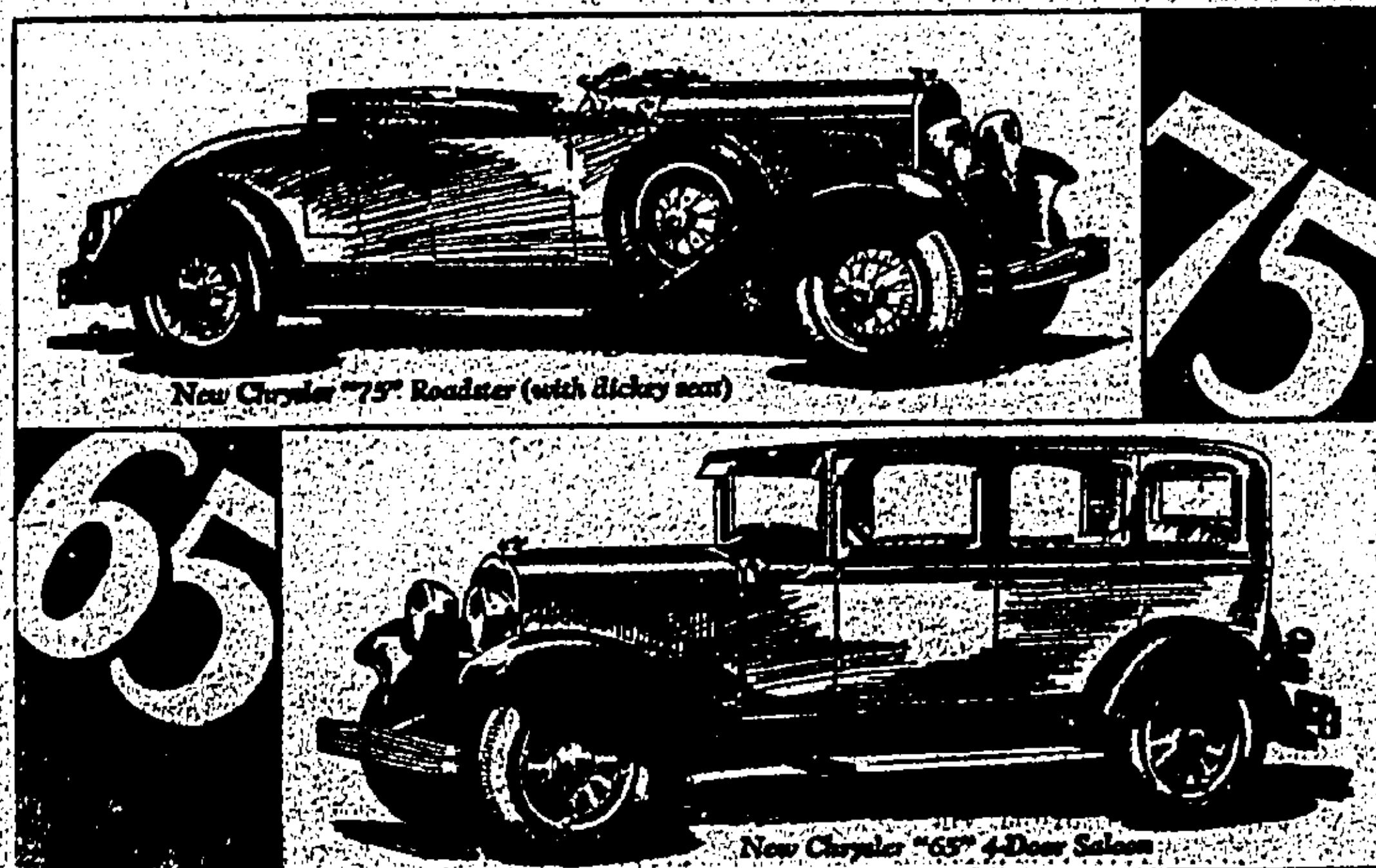
"The bulb horn, long extinct in most countries, still holds sway in Japan because it is required by law. A car owner may have as many electric horns as he wants, but he must also have a bulb horn on his car, in case something should happen to the current operating the electric device."



NEW STUDEBAKER PRESIDENT EIGHT POPULAR MODEL—Studebaker's President Eight is distinguished by beautiful new body lines and a straight eight motor of 105 horsepower, delivering 80 miles an hour speed. Four strictly stock Presidents recently travelled 30,000 miles each on Atlantic City Speedway near New York in less than 30,000 minutes.

CHRYSLER

Presents entirely new style creations in the fine car field



THESE two entirely new Chrysler Sixes—the "75" and the "65"—are deliberately designed and executed to inspire public admiration to such a pitch that they will immediately supersede all that has gone before and usher into existence an entirely new motoring vogue.

Striking new standards of beauty have been created in these new Chrysler Sixes, even when the artistry of a great industry has seemed to be at its height. The wholly new Chrysler style creations, now shown for the first time, represent unusual advances over even Chrysler power, speed and efficiency.

We believe that, at their new low prices, they demonstrate the greater value now made possible by progressive Chrysler engineering, research and manufacturing.

We are confident that all who are even remotely interested in the progress of motor car artistry will find themselves amply repaid by their immediate inspection of these two new Chrysler style achievements.

Sole Agents—

A. LUNG & CO.

SHOW ROOM:
18, Queen's Road C.
Tel. C. 1119.

SERVICE STATION:
Pereval Road, Wahchah
Tel. C. 1118.

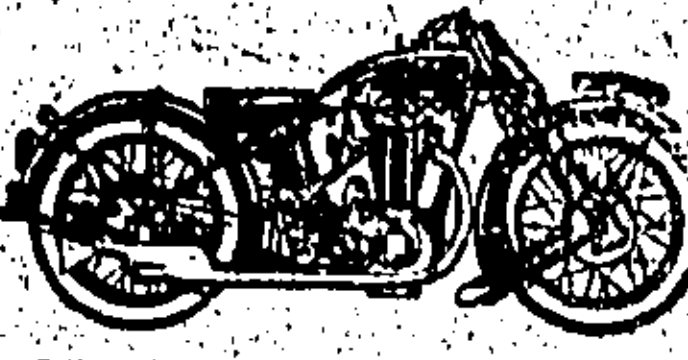


FEDERAL TRUCKS.
1-7½ Ton Capacity.
Sole Agents:—
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, OCTOBER 11, 1928.



**ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.**
Sole Agents:—
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1219.



THE BLUE FUNNEL LINE
REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.
"CAICHAU" 16th Oct. Marseilles, London, Harwich & Hamburg
"PATROUILLE" 31st Oct. Marseilles, London, Harwich & Hamburg
"MENE AUS" 31st Nov. Marseilles, London, Harwich & Hamburg

LIVERPOOL SERVICE.
"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TI'AN" 7th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.
via KOWA & YOKOHAMA
"TAI THYBUS" 27th Oct. Victoria, Vancouver & Seattle
"IXION" 17th Nov. Victoria, Vancouver & Seattle

NEW YORK SERVICE.
"ACAPTOR" 17th Oct. New York, Boston & Baltimore
"PYRRHUS" 10th Nov. Boston, New York & Baltimore

INWARD SERVICE.
"CANFA" Due 15th Oct. For Shanghai, Miji, Kobe & Yokohama
"DIOME" Due 20th Oct. For Shanghai, Miji, Kobe & Yokohama

PASSENGER SERVICE.
"PATROUILLE" 31st Oct. Singapore, Marseilles & London
"ACAPTOR" 17th Nov. Singapore, Marseilles & London
*Sails at daylight

Also runs steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
Butterfield & Swire.
Agents.

POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	THURSDAY, OCTOBER 11.
Europe via Suez (letters & papers, London; 13th Sept. & Parcels 6th Sept.)	Macedonia
U.S.A., Canada, Japan, and Shanghai	President Pierce
Japan, Shanghai and Europe via Siberia	Morea
Straits	Kidderpore
Straits	Takliwa
Shanghai and Swatow	Sinkiang
Australia and Manila	Arafura
Parcels Mail from London via Straits (London, 30th Aug.)	Oanfa
Manila	President Madison
Straits	Jeyapore
U.S.A., Canada, Japan and Shanghai	Empress of Russia
U.S.A., Honolulu, Japan and Shanghai	President Polk

OUTWARD MAILS.

For	THURSDAY, OCTOBER 11.	Per	Time
Sam Shui and Wuchow	Kong Ning	4.30 p.m.	
Shanghai	Chenan	4.30 p.m.	
Hohow and Haiphong	New Mathilde	5 p.m.	
Formosa	Trave	5 p.m.	
Shanghai, Japan and Europe via Siberia	Macedonia	6 p.m.	
Straits and Calcutta. Parcels noon.			
Letters 1 p.m.	Hosang		
Shanghai and Europe via Siberia	Macedonia	2.30 p.m.	
Japan	Kidderpore	6 p.m.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 9th Nov. K.P.O. Parcels (Oct. 12th) 4.30 p.m. Registration (Oct. 12th) 9 a.m. Letters (Oct. 12th) 10 a.m. G.P.O. Parcels (Oct. 12th) 5 p.m. Registration (Oct. 12th) 9.45 a.m. Letters (Oct. 12th) 10.30 a.m.	Morea		
Amoy and Foochow	Hai Ching	Noon	
Manila	President Pierce	4.30 p.m.	
Swatow	Shantung	5 p.m.	
Bangkok via Swatow	Kwangchow	9 a.m.	
Swatow, Amoy and Formosa	Kishu Maru	9 a.m.	
Shanghai	Kanchow	9 a.m.	
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C. 6th Nov. Parcels 5 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Madison		
Shanghai and Europe via Siberia	President Madison		
Letters 5 p.m.			

*Correspondence bearing names only.

RIVER TYNE'S NEW ROAD & BRIDGE FORMALLY OPENED

THE KING ON THE INDUSTRIAL DEPRESSION
BRIGHTER PROSPECTS
London, Yesterday.
In the course of his visit to Newcastle, where he opened the magnificent new road and bridge over the River Tyne H. M. the King made reference to the grave industrial depression of the district in more than one speech which he made.
Replying to one address of welcome, he expressed his grief that owing to the dislocation of trade caused by the war, the industries of coal, iron, steel and shipbuilding, which had given worldwide renown to the River Tyne, had been struggling with adversity. He was happy to observe that dauntless handling of these difficulties was achieving results. Already the coal industry of the north and the shipbuilding of the Tyne appeared to be emerging from the depression. His Majesty added: "The erection of this new bridge is a characteristic act of courage, and demonstrates your belief in the power of these industries to recover their lost trade and to play again their former proud role in world's markets.—British Wireless Service.

AUSTRALIAN STRIKE SURPRISE A SET-BACK

CARTERS' AND DRIVERS' UNION REFUSE TO JOIN
BOMB OUTRAGE
Melbourne, Yesterday.
In support of the contention that the strike is ending, the shipowners point out that Melbourne and Brisbane are the only parts holding out.
A bomb outrage occurred in a dwelling in west Melbourne occupied by Italians, three of whom were working on the waterfront as volunteers. Considerable material damage was done but there were no casualties.
In Fremantle the trade unionists rushed to get licences last night and are now working ten vessels.
Blow To Strikers
Later.
Melbourne, Yesterday.
The Carters and Drivers' Union have refused to join the strike.—Reuter.

POWERS, PROCEDURE OF POLICE PUBLIC INQUIRY

ECHO OF HYDE PARK "SAVIDGE CASE"
"NO WHITE WASHING"
London, Yesterday.
The Royal Commission inquiring into police powers and procedure, whose labours are expected to extend many months, held their first sitting at Westminster. There was a very sparse public attendance.
Lord Lee in his inaugural speech, emphasised the need for open-mindedness and the holding of the balance between the interests of justice and the desire to protect public rights and liberties.
The first witness, Sir Ernie Blackwell, declared there was no ground to suppose the police exercised their powers to an improper extent or that anything in the nature of "third degree" methods existed.
The inquiry was adjourned.—Reuter.

'BUS TRAGEDY DISTRESSING DEATH OF 8-YEAR-OLD CHILD AN INQUIRY

Yesterday afternoon, Mr. W. Schofield and a jury held an inquiry at the Kowloon Magistracy into the circumstances attending the death of an 8-year-old Chinese child, who was fatally injured by being knocked down by a motor bus belonging to the Kowloon Motor Bus Co.
Mr. Hin-shing Lo watched the inquiry in the interest of the dead child's parents.
Mr. A. E. Lacey, a warder of the Lai-chikok Prison, said the deceased and another boy ran across the road from left to right about 15 yards in front of the bus, which was travelling along Nathan-road near the Yau-mat School in a northerly direction. The deceased was behind the other lad and suddenly hesitated. Witness then lost sight of him as the height of the radiator of the bus obstructed his view.
The driver pulled up as soon as he possibly could and on alighting witness saw the deceased lying at the rear part of the bus with his head under the left wheel. His right eye when he was struck by the bus was backed and with the assistance of the boy's father, who arrived on the scene almost immediately after the accident, the lad was dragged from under the bus. Witness went to telephone for an ambulance but was informed that it was not available at the moment. On returning to the roadway where witness intended obtaining a car to take the boy to hospital, witness found that the father had already found a motor car. The boy was driven to the Kowloon Hospital but on examination Dr. Newton pronounced life to be extinct.
Witness said that the bus had stopped at Public Square-street and was picking up speed when the accident occurred. He estimated the speed to be about ten to twelve miles an hour. He could not say whether any horn was sounded.
According to the driver of the bus when he first saw the boy the latter was only three yards from the bus, running from right to left. Witness had just changed gear after stopping the bus. He was then looking at the boy and saw him suddenly dashed in front of this bus that the witness saw him.
After a short absence, the jury returned with a verdict of "Accidental Death" and did not attach any blame to the driver of the bus.

POLICE RAIDS SUCCESSFUL ROUND-UP OF SUSPECTS ARMED ROBBERY CLUES

Following up certain clues, which they picked up in the course of investigation of the armed robbery on the third floor of No. 3, Kwong Hon-terrace at 8.45 on Tuesday morning, the police last night carried out several raids on suspected premises both in Aberdeen-street, in the Central district, and at West Point.
These raids resulted in the arrest of several Chinese who are being held on suspicion of having been concerned in armed robbery, and will be paraded for identification by the victims.
In one of the houses visited by the police, a fully loaded revolver was discovered, and this is believed to have been the weapon used by one of the four robbers. The other three concerned all brandished daggers, which they abandoned in the flat when they were alarmed by the blowing of a police whistle by one of the inmates whilst the robbers were engaged in blind-folding and gagging their victims, herded in a cubicle. Gags were also left behind by the robbers.
Savage Blow
Before the scoundrels departed, they hurriedly relieved the women in the flat of all the jewellery they were wearing, securing loot worth about \$100.
The master of the flat, Chan Chung (40), proprietor of a goldsmith's shop in Queen's-road Central, received an ugly gash above his right eye when he was struck with the butt of the revolver carried by one of the robbers, who appeared to be the leader of the gang. The blow was struck at the junction of Nathan and Jordan-roads, on the morning of October 1.
The Chinese said that when he entered the bus the conductor motioned him to seat on the rear seat where there already were four Portuguese. Witness sat between Luz and another man. Defendant told the witness to get up but he protested that there was sufficient room for five persons on the seat. Luz suddenly struck the witness in the eye as the bus neared Jordan-road. A glass in the witness's spectacles was broken by the blow.
It was alleged that other Portuguese passengers then seized the complainant whilst Luz struck him several other blows. Then the Portuguese left the bus, but complainant detained Luz and they both went to the Yau-mat Police Station.
Luz told the Court that he struck the complainant because the latter had leaned heavily against him and when politely told about it, he began to jostle the witness, and purposely gave the witness several jabs in the stomach.
The Magistrate bound the parties over in their own bonds for future good behaviour, and ordered Luz to pay \$8 to the complainant as compensation.

'BUS SQUABBLE CHINESE AND PORTUGUESE HAVE LITTLE TUSSELE COURT CASE

At the Kowloon Magistracy yesterday, Mr. W. Schofield heard evidence in a case in which a Chinese summoned a Portuguese youth, named J. A. da Luz, charging him with assault on a China Motor Bus at the junction of Nathan and Jordan-roads, on the morning of October 1.
The Chinese said that when he entered the bus the conductor motioned him to seat on the rear seat where there already were four Portuguese. Witness sat between Luz and another man. Defendant told the witness to get up but he protested that there was sufficient room for five persons on the seat. Luz suddenly struck the witness in the eye as the bus neared Jordan-road. A glass in the witness's spectacles was broken by the blow.
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THE "WHITE PIGEON" WOMAN PAYS \$100 FOR SMALL GIRL CASE COLLAPSES

A woman who was charged with "flying the white pigeon," was discharged by Major C. Willson, O.B.E., at the Central Magistracy yesterday.
A woman living at No. 102, First-street, said that on Sept. 19, she bought a child of 11 years of age, for \$100. Three days after she bought the girl disappeared and she was finally traced by witness to a house in Third-street.
The case collapsed when the girl, in examination by Mr. E. H. Williams, of the Secretariat, denied having ever seen or known the complainant. She had never lived with her in the opposite direction. It was when the boy suddenly dashed in front of this bus that the witness saw him.
After a short absence, the jury returned with a verdict of "Accidental Death" and did not attach any blame to the driver of the bus.

KANSU "MASSACRES"

Mr. Houghton, the editorial secretary of the China Inland Mission, is sceptical of the extent of the casualties in Kansu provinces (reported in New York).
He declared that the trouble had been going on for some time. There had been a definite rebellion of Moslems, who incidentally destroyed the Mission's hospital at Howehow in July, but according to latest information the principal trouble ceased two months ago.—Reuter.



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